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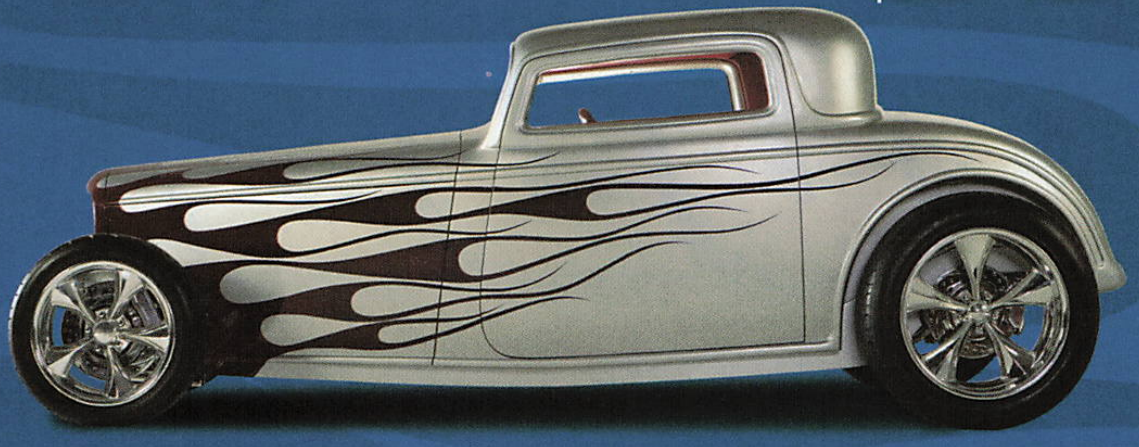
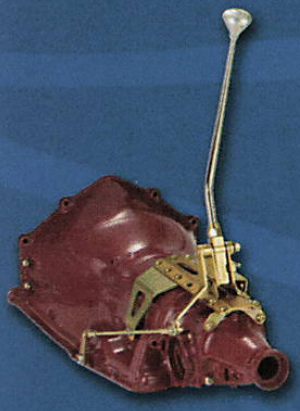
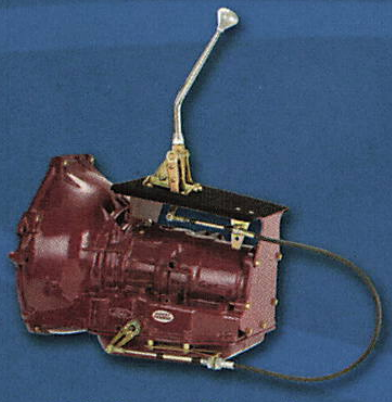




Automatic Transmission Shifter



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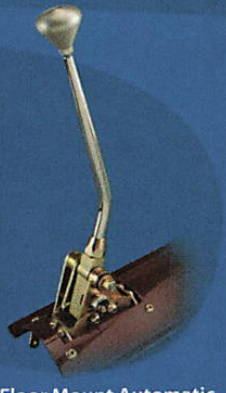
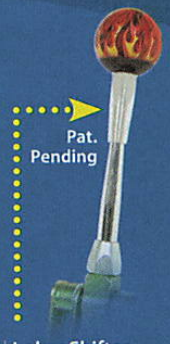


Floor Mount Automatic Transmission Shifter



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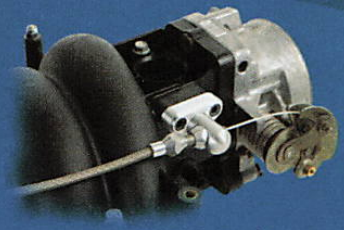

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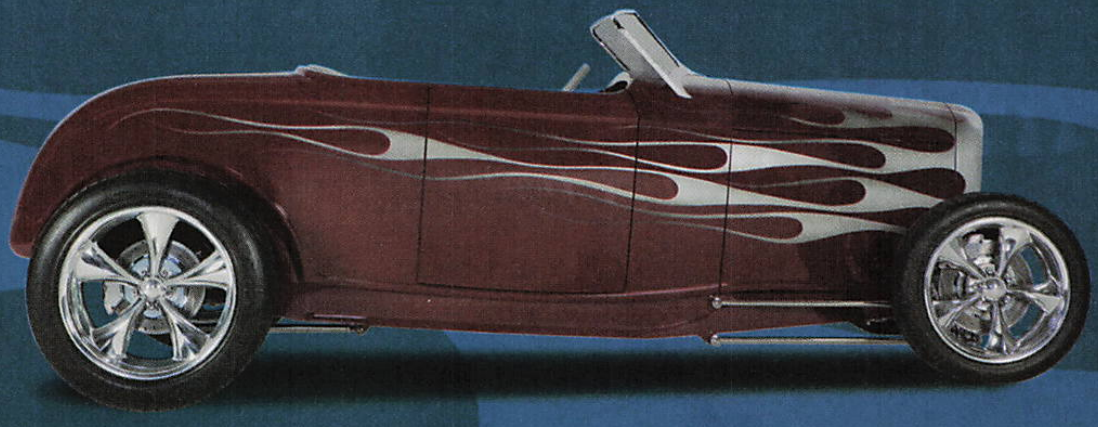

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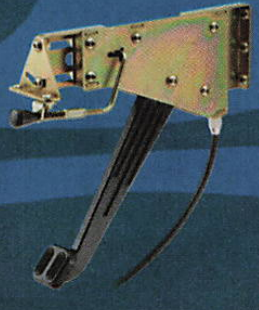

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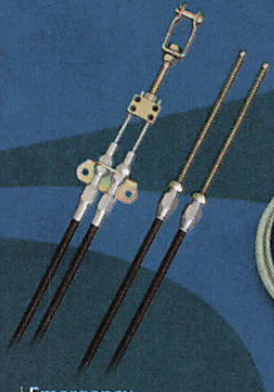

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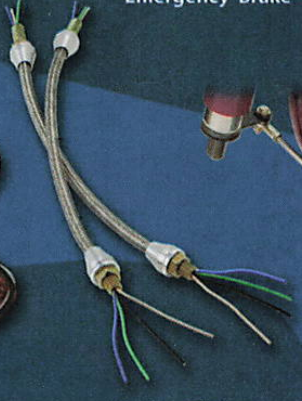

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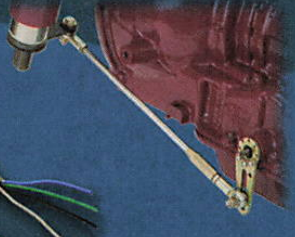

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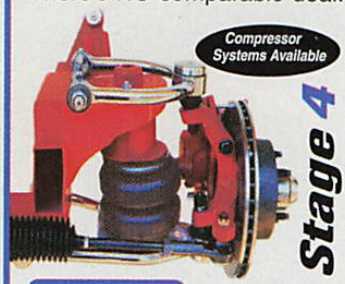

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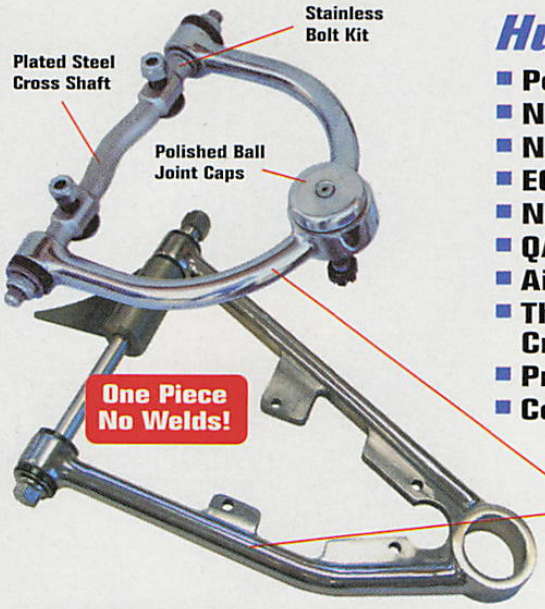

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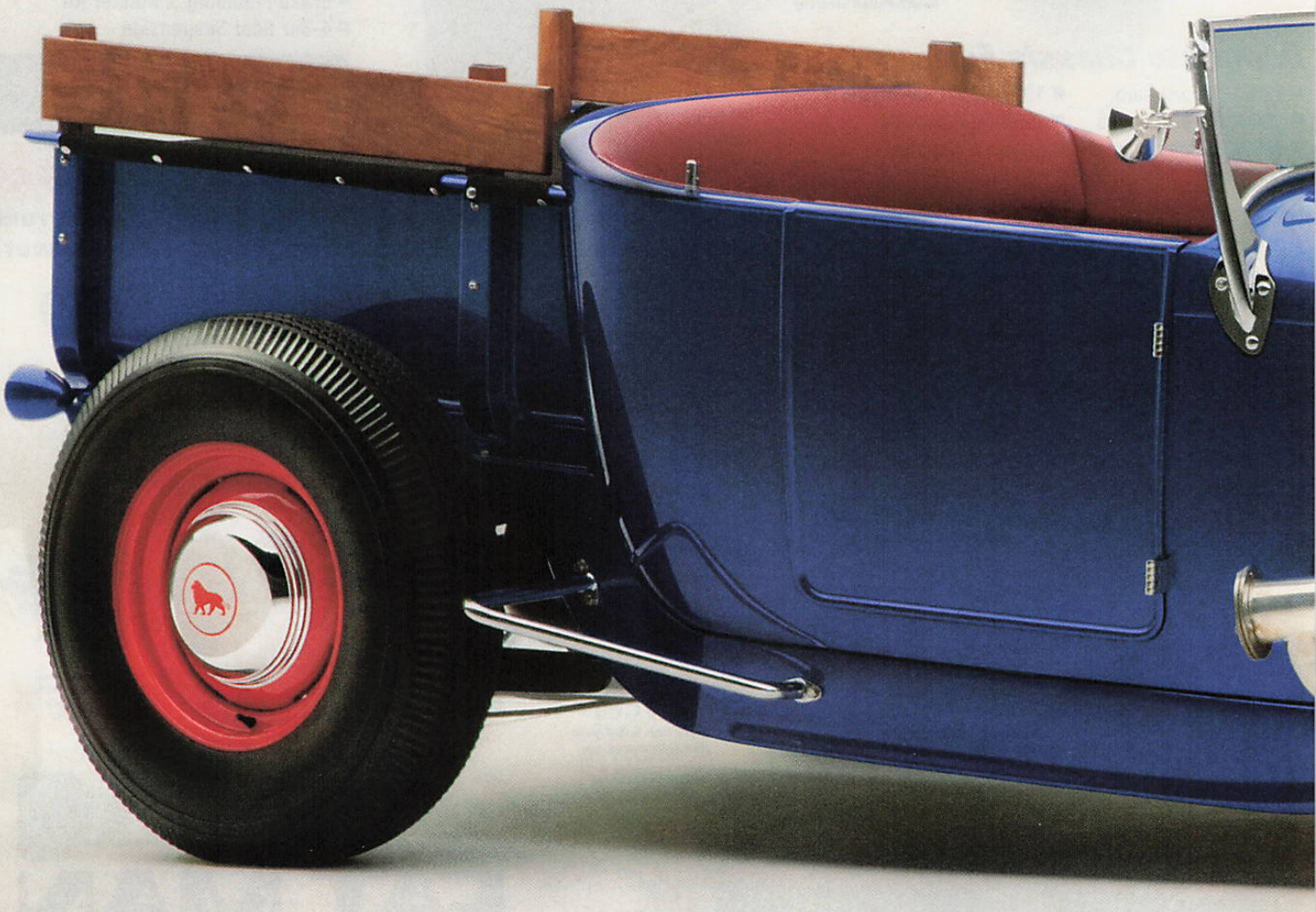

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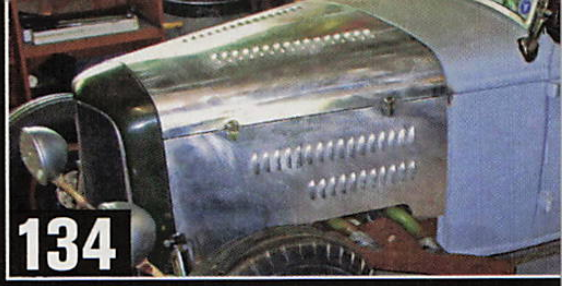

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ON THE COVER

ON THE COVER: In its 15th year, the '10 AMSOIL/*STREET RODDER* Road Tour Shadow Rods XL27 proves once again that beauty and the beast can reside harmoniously in one powerful, driveable street rod. Many thanks to Cotati Speed Shop for building this amazing street rod.
(Photo by Randy Lorentzen)
INSET: The Pasadena Reliability Run is a yearly tradition for rodders like Bobby Greer and Lucky Burton.
(Photo by Tim Bernsau)
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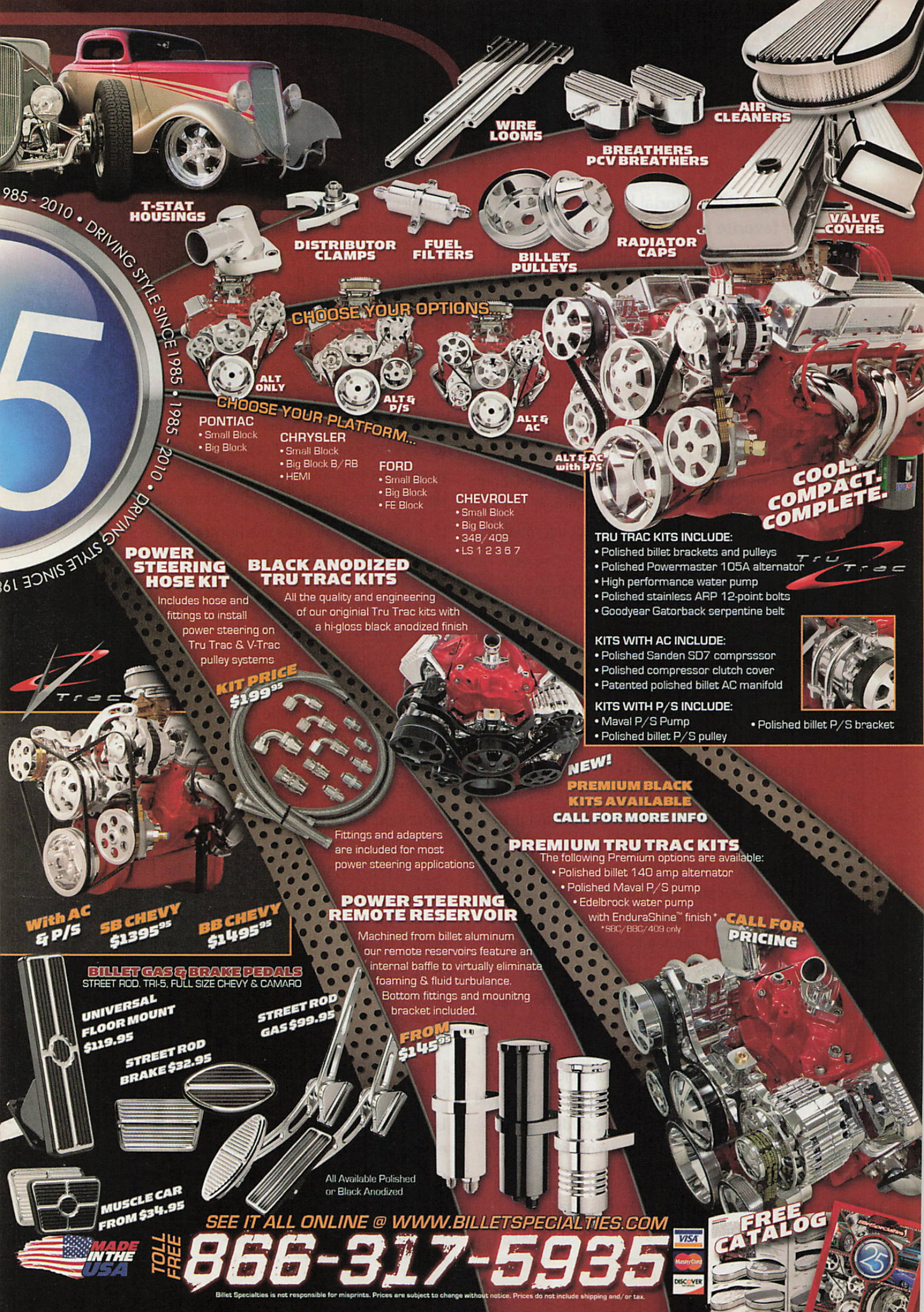
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BY BRIAN BRENNAN | brian.brennan@sorc.com

What car do you think is most popular?

I could begin this editorial by saying, "What is your favorite hot rod?" Oftentimes what is the most popular year, make, or model of hot rod isn't actually what we build. Each of us will build what we want, what we can afford, and what's available.

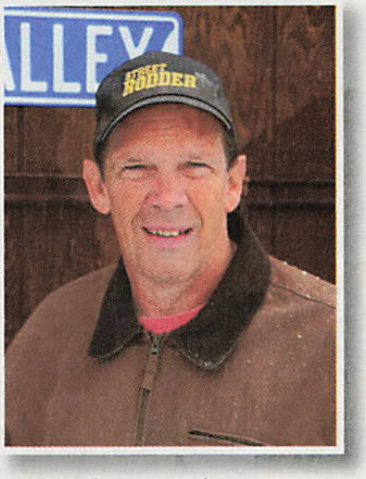
For starters, what I find so interesting is how often a car owner has a favorite but it isn't the car he is driving. I see this time and time again. But it doesn't change the fact that each of us would like to have a car we don't have. Here's an example: I have a '29 roadster on '32 'rails. I've always considered this the "real" hot rod, born of the idea of taking the lighter body and matching it to the more powerful engine. The very precept hot rodding was built upon.

Of course, I am also of the opinion that anything with a roof and fenders isn't a hot rod, it's more akin to a rental car. Let's face it, if you haven't experienced a good smack in the forehead by the occasional green and yellow bug or the errant flying rocks then you haven't truly driven a hot rod.

But I digress. I have a Model A highboy, I also have a Model A roadster pickup in the works (four years), next up is a Model A closed cab pickup that is in its first year of life, a '47 Chevy pickup (three years and counting), a '72 Chevy Suburban (10 years and who knows when), and a '72 Bronco (have no idea how long or when or if it will ever get finished). But are any of these my favorite? Don't get me wrong I thoroughly enjoy every one of them. Each has characteristics that I find totally fascinating. But are they my all-time favorite?

I would really like to have a traditional '32 highboy roadster, a full-fendered '32 coupe (one each of the three- and five-window variety), and I have always had a soft spot for a phaeton, and since we're at it, why not a pickup? Why don't I have one? I have been exposed to plenty that could have been mine. It has never been in the cards and that's why I don't have one. Well there's one more reason, and truth be told this may be *the* reason.

As good looking as any model '32 Ford is, I have seen enough to last a lifetime. Don't get me wrong there are still plenty of good-looking and innovative Deuces being built. It's the "cookie-cutter" models that I see religiously that have me steering clear of Henry's iconic car. Right now the last thing I want to see is another '32 when I enter my garage. The question then arises, can you be too good looking (I wouldn't know) and can you be too young (that ship has sailed) and still have the Adonis-like build (never got there)? So what am I saying?



It's my fault if I can't imagine how to build a '32 that is "fresh." While there isn't much I can do about being short and balding, there's plenty I can do to make a better-looking '32. The problem is I need help. I am open to ideas.

Send me your ideas for any type of hot rod, not just a Deuce but something fresh and ground breaking. You see in today's hot rod world that there are a lot more than '32 Fords that will make the next-best, great-looking hot rod. In fact, it isn't restricted to something from the '30s but rather it can be any car from the '70s back.

My favorite list of cars would include the Model A, the Deuce, and the '40 Ford, but it would also include the '47-54 Chevy pickup, the '58 Chevy, the '60 Ford Starliner, bubbletops, '71 Monte Carlos, and, of course, the obligatory Rivis. Somewhere in there would be a '62 Pontiac Grand Prix, a Hemi-powered Plymouth Belvedere, and the list goes on. You see building a hot rod today has never been more wide open and it is up to us to take the chance and build something ground breaking. There's nothing wrong with a good-looking '32 but I think the hot rodding community could use some fresh ideas.

Let's say you have an idea, why don't you send me an email? Should we believe in your idea, we'll go to one of the hot rod world's accomplished artists and see if we can bring your idea to the first step. Hey, it would be fun for all of us. SR

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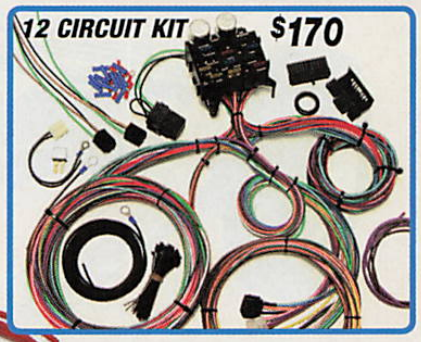

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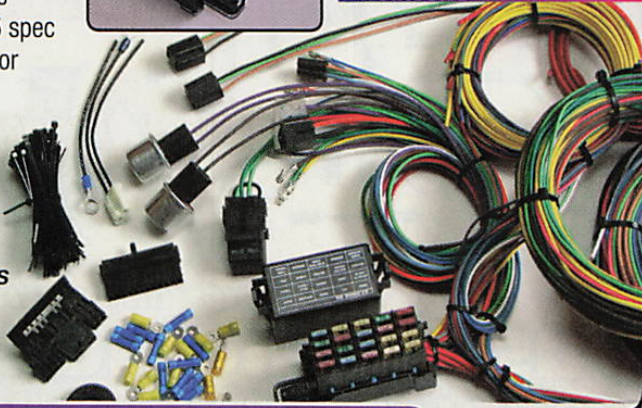

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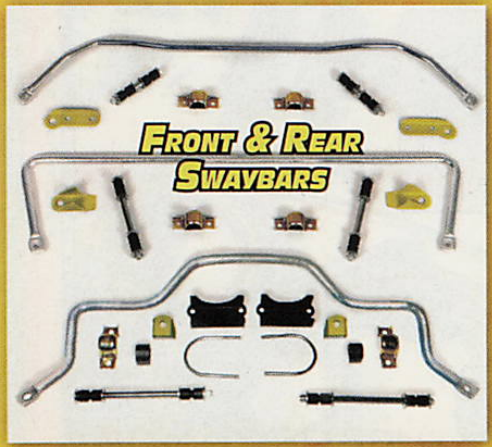

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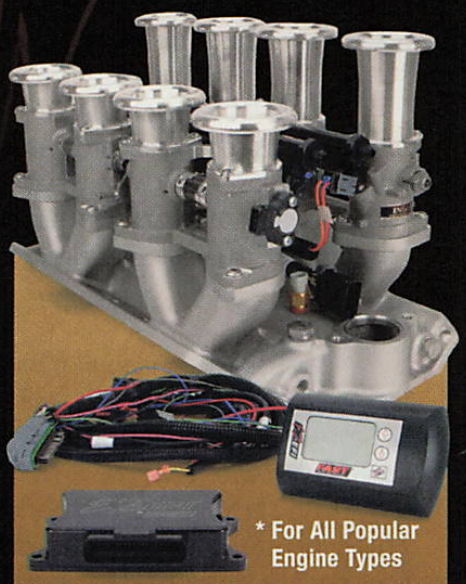

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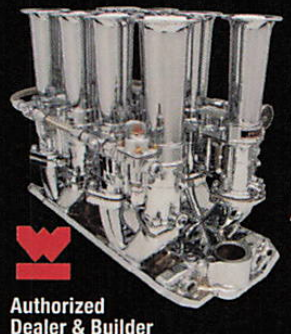

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CHOP TOP TIPS

The July '10 issue of *STREET RODDER* has some great articles on chopping tops—they were very clear and took a lot of the mystery out of the process for me. I especially liked the article on chopping the top of the '36 Chevy sedan on page 152. The hints about how to plan the chop really made me think, and I have one more that I tried when I was thinking about chopping my '34 Ford pickup (a very simple job compared to the sedan).

I was contemplating a 3-inch chop, so I put 3 inches of tape on the top edge of all the windows and drove it around for a day. I learned that if I wanted to chop it 3 inches, I would have to also

SETTING THE RECORD STRAIGHT

I wanted to address some misinformation from Chris Shelton's article "Hallowed Be Thy Name" in the Aug. '10 *STREET RODDER* (pages 108-112):

1) Regarding the alleged burning of Halibrand's mahogany patterns as fuel for bonfires in the desert: Although core boxes were taken to be burned in a home fireplace by Kurt Waters, a principal of ARC who stayed on with the company, there were no Halibrand patterns that were re-purposed or destroyed, and certainly not at desert bonfires. Most of the legendary patterns, including those for the magnesium Indy car, were supposedly warehoused by ARC. The only patterns we received when we purchased Halibrand were for wheels, quick-change rearends, and wing-nut patterns. All of these patterns were passed along when the company was sold to Wayne Mitchell in the same state as received from ARC.

When most kids were dreaming about just driving, Harry and his brother Tommy Jackman built a full-fledged show car from a Deuce sport coupe. It wore a set of solid Halibrand's in an age when alloy wheels were seriously exotic, race-only stuff.

Further, we don't understand why the article would quote hearsay from Eric Vaughn about the matter, especially considering that he was the owner of Real Wheels, a company whose wheels were knockoffs of Halibrand's rather than simply "inspired by Halibrand's designs."

2) Regarding all subsequent owners after Ted Halibrand making solely aluminum wheels: At the request of a relative of Lance Reventlow, we manufactured a number of magnesium wheels for a recreation of the Scarab race car. These special-order magnesium wheels were also delivered to Augie Pabst and Don Orosco given their involvement with the Scarab. During Jackman Industries' time as stewards of the company, we were responsible for returning Halibrand wheels to production and ran the company with no small amount of respect for the legacy of Halibrand.

Harry Jackman
Owner, Jackman Industries Inc.
Jerry Gilb
Product Development and Sales for Jackman Industries Inc. from 1982-88

Harry, always honoring the record and keeping history as accurate as we can we do appreciate the information. Additionally, we asked Chris Shelton to read your letter and offer his response. We believe after reading his response you will see why we regard Chris highly as a writer, hot rod historian, and all around neat guy! So here goes:

"They say the road to hell is paved with good intentions; try as you may to do the right thing, you'll inevitably (and unintentionally) step on a few toes. First, my apologies to Mr. Jackman: The statement that some of the Halibrand tooling was burned was indeed an allegation (and was noted thusly); however, I should've clarified that any indiscretions (which we know there weren't any) don't necessarily reflect on him or his company.

Second, my apologies to Mr. Vaughn: I introduced that paragraph with his quote about when Jackman bought the company, but the remainder of the paragraph had no bearing on him (thus no attribution in that sentence). The rumor has floated around the industry for years and it was an unfortunate oversight that it followed his direct quote. We usually edit our original stories to fit, and if not executed with the precision of a neurosurgeon the amended piece can take on a different meaning. Both were honest mistakes but I take responsibility nonetheless.

So why print rumors at all? When disclosed for what they are (allegations), rumors offer colorful insight of at least the time of the event. Sound far-fetched? Well if not for the rumors (not all of which are favorable), neither Von Dutch nor Ed Roth would be the icons they are.

In cases like this, rumors also open the door to expanding the story. While researching this piece I tried to find Mr. Jackman. I wish it would've been under different circumstances, but he found me—sort of. Not only did he set the record straight, we now know that Halibrand Engineering under Jackman Industries' stewardship did in fact produce magnesium sports car parts. Now we know a more complete picture."
-Chris Shelton

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factor in a new lower seat because I sure got tired of bending down to see out of the windows!

I've had the '34 for 40 years (I just turned 60), and I've been thinking about chopping it for a couple of years. But the tape incident stopped me because I really cannot get my seat any lower—I have my electrical panel under the seat (which sits on a metal "platform") and I have a pretty thin seat already.
I have done everything on the truck myself, which is why it took me 18 years to drive it for the first time, and why it is still not painted. (It will be Turquoise, but thank God suede is "in".) I drove the truck on my birthday, and a friend asked me when I am going to paint it. I said, "Some day before I die", to which he replied, "Oh, so it is going to happen soon!" Great friend!

I love *STREET RODDER* and read it from cover to cover every month.

Wayne Gaede
Placitas, NM

Wayne, it's great that you are still at it and figuring out how to get the job done. Of course, with friends like our's … well you get the picture. You and I have the same friends, only mine work on the advertising staff here at STREET RODDER, *as they always know how to make my job easier and the book better! Just hang in there, eventually your friends will go away, that's what I hope for, or they will run out of gas themselves and leave you be to your project.*

ALONG THE FENCE

I would like to comment on your editorial in the July issue. I have been an uninterrupted subscriber of *STREET RODDER* for the last 22 years, (I am only missing about seven copies) and I believe your July thoughts to be the best ever.

Without realizing it, I too, have become part of something that is insidious. In commenting on our last trip to Pueblo, Colorado, a couple of years ago, I have stated that the rod runs aren't enjoyable anymore, as there are so many cars that the only ones I stop to look at are the $250,000-$300,000 cars.

That is not what this whole car thing is about. It's supposed to be about the love of automobiles, the camaraderie, and the appreciation of the craftsmanship and ingenuity of the builder. And I bought into the big-buck trap.

Thank you for the slap up alongside my head. No wonder I lost my enthusiasm. I became part of the whole thing I dislike the most about our hobby. From now on, it's the fence line and those next to the dumpsters first, and then, if I have time, the professionally built beauties.

Bill Wilson
Via the Internet

Bill, it's good to hear that you enjoyed the editorial. And while there are numerous great cars "out on the grounds" there are some great ideas to be gained from the high-end cars; keep that in mind. I should also point out there are some really great hot rodders who just happen to have "deeper" wallets than you and I, yet they make great friends. Don't miss out on these great guys.

HOW DEEP IS YOUR WALLET?

Relative to your June '10 editorial, I have worked with the CHP and local law enforcement officers for a number of years regarding traffic safety. Early on I would ask questions and found that generally speaking, traffic officers were concerned with traffic safety and enforced the law accordingly. It saddens me to see that in the past few years law enforcement officers appear to have made revenue gathering, and not traffic safety, their primary concern.

I asked several people at a recent car event about this and they also have noticed the increase in law enforcement officers (LEOs) either sneaking around behind them on the roadway or hiding behind bushes and on blind curves hoping to catch a driver in a minor momentary error. Maybe the only way for citizens to show their contempt for this unseemly behavior is for every driver who gets one of these pissant tickets to take it to trial.

We need to have our traffic LEOs return to the respected function of traffic safety. These officers deserve our respect for doing a dangerous and essential service to our communities and this should not be cheapened by using them for revenue gathering. No one begrudges a justified ticket but whenever an unwarranted ticket is written, another citizen loses a little respect for law enforcement.

About the time we were initially corresponding, I had gotten a ticket for using my hands-free headset with both earphones. A CHP stopped me and gave me a ticket under the CVC Section 27400 that no headset can cover both ears. I of course took it to court. What appears to be happening is that for revenue gathering, the police write a lot of tickets hoping that most will just pay. In my courtroom, approximately 30 people showed up with four CHPs. First they got about seven to eight to cop-out and plead guilty to get traffic school. Then the judge called the CHP present cases first and found all four people guilty. Then the judge called each of our names and said we could have a new trial date or have the case dismissed. Of course all of us said "dismissed." Years ago as a Transportation Engineer for Caltrans, I was getting a lot of inquiries for copies of a speed zone survey on a state route because at the time there had to be a current (five year) speed zone study for the police to use radar. I called the city engineer to tell him that the survey had expired and he told me he knew that but they write the tickets anyway. He said that the dumb ones send them a check and the smart ones asked for the survey and they would dismiss these drivers. He said that they needed the money. It must be worse today.

Dick Depinya
Via the Internet

Dick, first, WOW. Thanks for the both informative and entertaining letter. Second, regarding a clearly serious subject there's a modicum of humor—as long as it doesn't happen to me! SR

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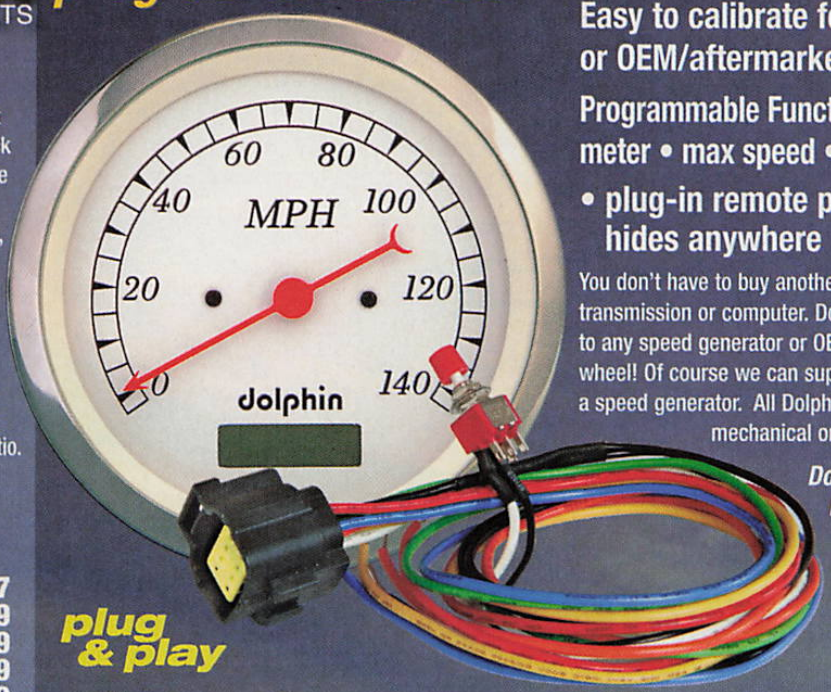

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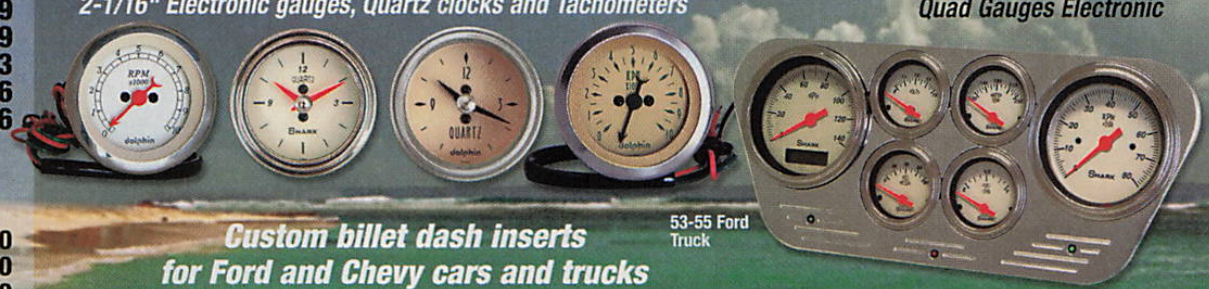

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40-46	3-3/8" quad	$ 150
47-53	3-3/8" quad	$ 130
47-53	5 hole	$ 169
47-53	5" quad	$ 130
54	3-3/8" quad	$ 130
54	5 hole	$ 190
55-59	3-3/8" quad	$ 130
60-66	5 hole	$ 140
60-66	6 hole	$ 140
60-66	3-3/8" quad	$ 140
67-72	6 hole	$ 190
Chevy Car		
37-39	3-3/8" quad	$ 130
40	5 hole	$ 150
41-48	5" quad	$ 165
55-56	3-3/8" quad	$ 145
Ford Truck		
34-38	5 hole	$ 130
48-52	F-1 5 hole	$ 130
48-52	F-1 3-3/8" quad	$ 130
53-55	F-100 5 hole	$ 130
53-55	F-100 3-3/8" quad	$ 130
53-55	F-100 5" quad	$ 130
73-78	F-150 6 hole	$ 130
Ford Car		
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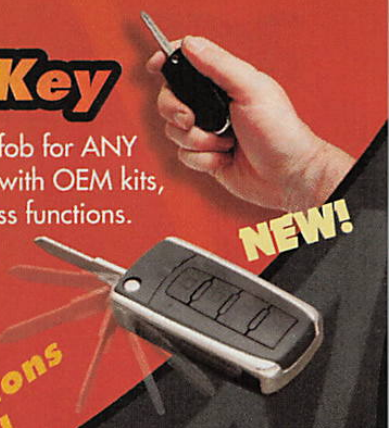

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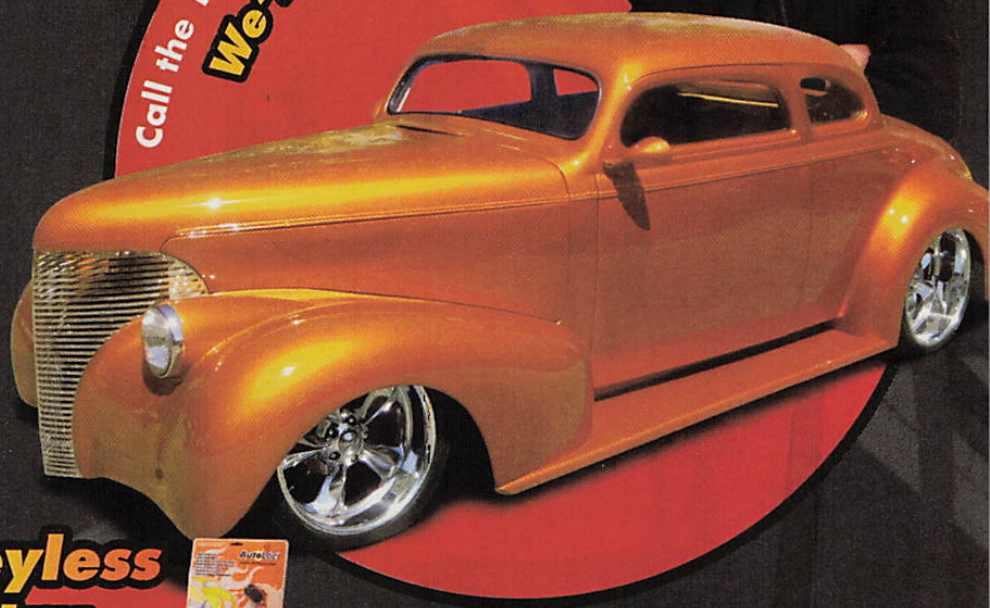

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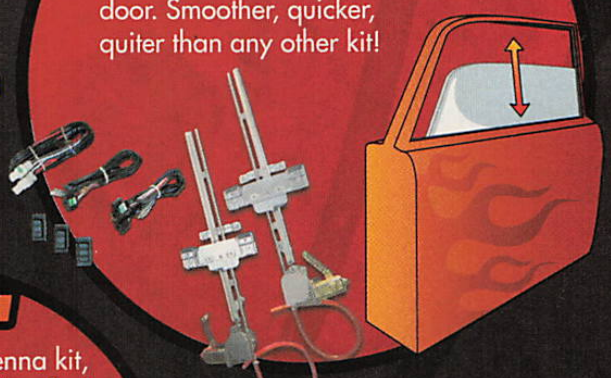

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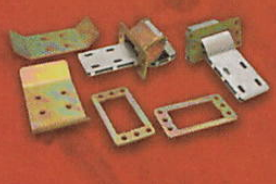

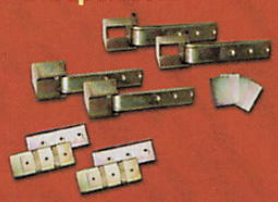

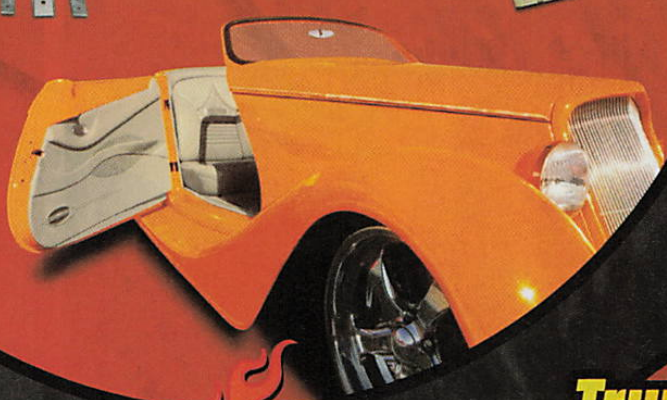

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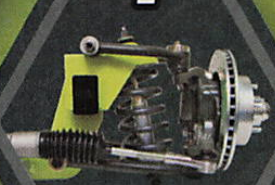
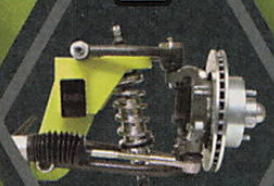


2 Coilover Shock



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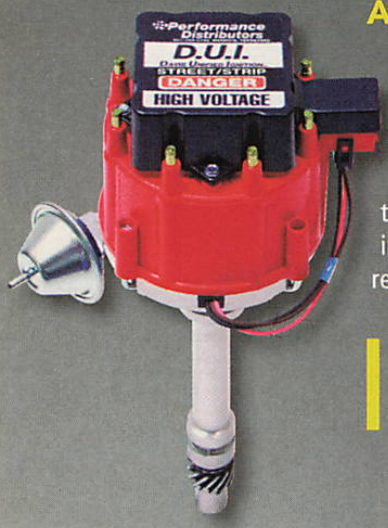

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Performance Distributors offers their DUI (Davis Unified Ignition) distributor for ZZ crate engines—specifically the ZZ4, ZZ454, and the ZZ502. Two features distinguish the crate engine DUI from the regular DUI distributors. Performance Distributors calibrates the advance curve to accommodate the GMPP timing recommendations and a melonized distributor gear is used to mesh properly with the crate engine's steel hydraulic roller camshaft. The distributor comes complete, including the dependable Street/Strip DUI Coil and Dyna-Module, allowing for plug gaps up to 0.050-0.055 inch. Magnetic pick-up coil power is ensured by aligning the teeth on the pick-up to the teeth on the shaft reluctor.

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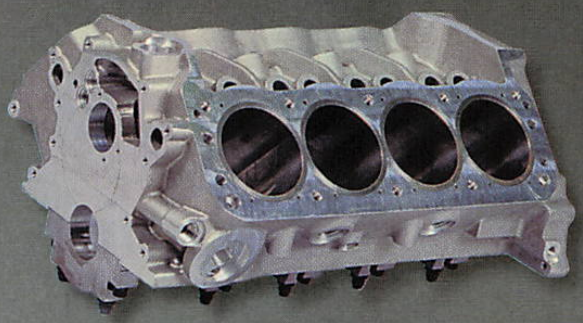

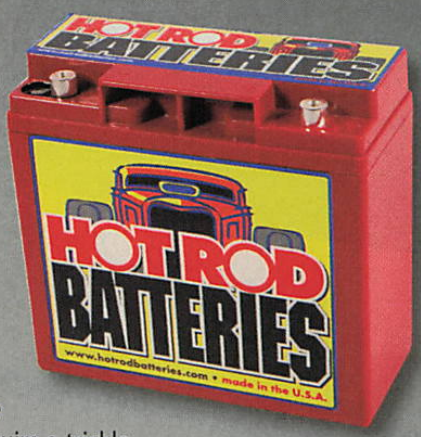

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Hot Rod Batteries offers compact batteries (7 inches long, 2-7/8 inches wide, and 6-1/2 inches high, weighing 13 pounds) with technology that allows rodders to store their cars for long winter months without the need to charge their batteries. Batteries do not require a trickle charge and can be stored for the long winter months without a charge. During the times of storage, all you would need to do is disconnect the negative battery cable and when it's time to bring it out of storage, reconnect the cable and start it up and go for a ride. It can be mounted in small spaces and because these batteries do not have any acid or gel cells, they can be mounted in any position. The startup amps will be 1,012.

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The Ford Racing Z351 (PN M-6010-Z351) aluminum engine block is available for rodders who want light weight and strength. The Z351 is the basis of Ford Racing's aluminum 427 crate engine and 2,000hp race engines, like John Urist's SSO Mustang. Specs: four-bolt; steel billet main caps; 3.99-inch bore as delivered; cast-iron sleeves capable of 4.125 inch; weighs approximately 124 pounds; 9.5-inch deck height; uses standard 351 timing chain, oil pump, and hardware; and maximum stroke 4.250 inches.

FORD RACING PERFORMANCE PARTS
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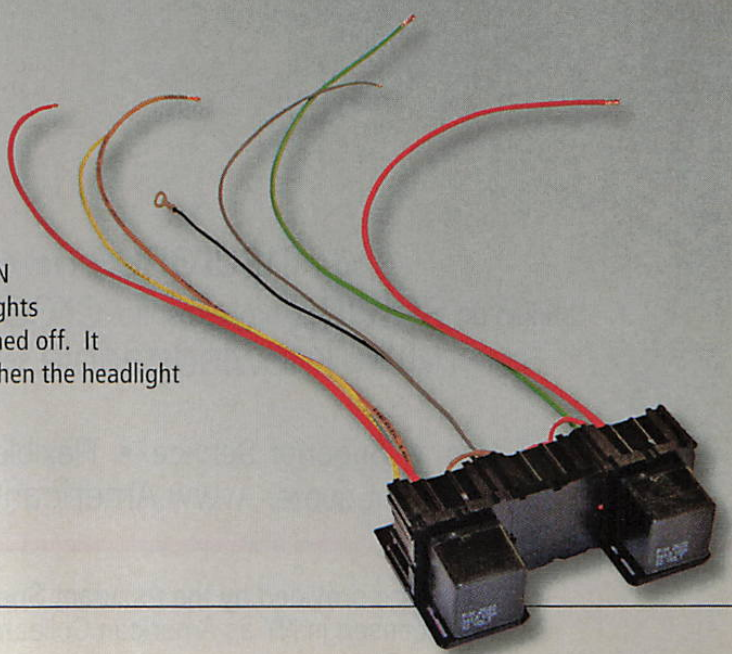
www.fordracingparts.com

BRIGHT LIGHT

American Autowire now offers a Latching Relay module (PN 510170, $89) that replaces a dimmer switch and allows you to switch between high and low beams with either a momentary push-button turn signal switch (PN 510169, $44) or a momentary push-button tilt lever switch (PN 510168, $37). The latching relay module automatically resets your headlights to the low beam position whenever the headlight switch or vehicle is turned off. It also allows you to flash your high beams in a "flash to pass" situation, when the headlight switch is not in the "on" position.



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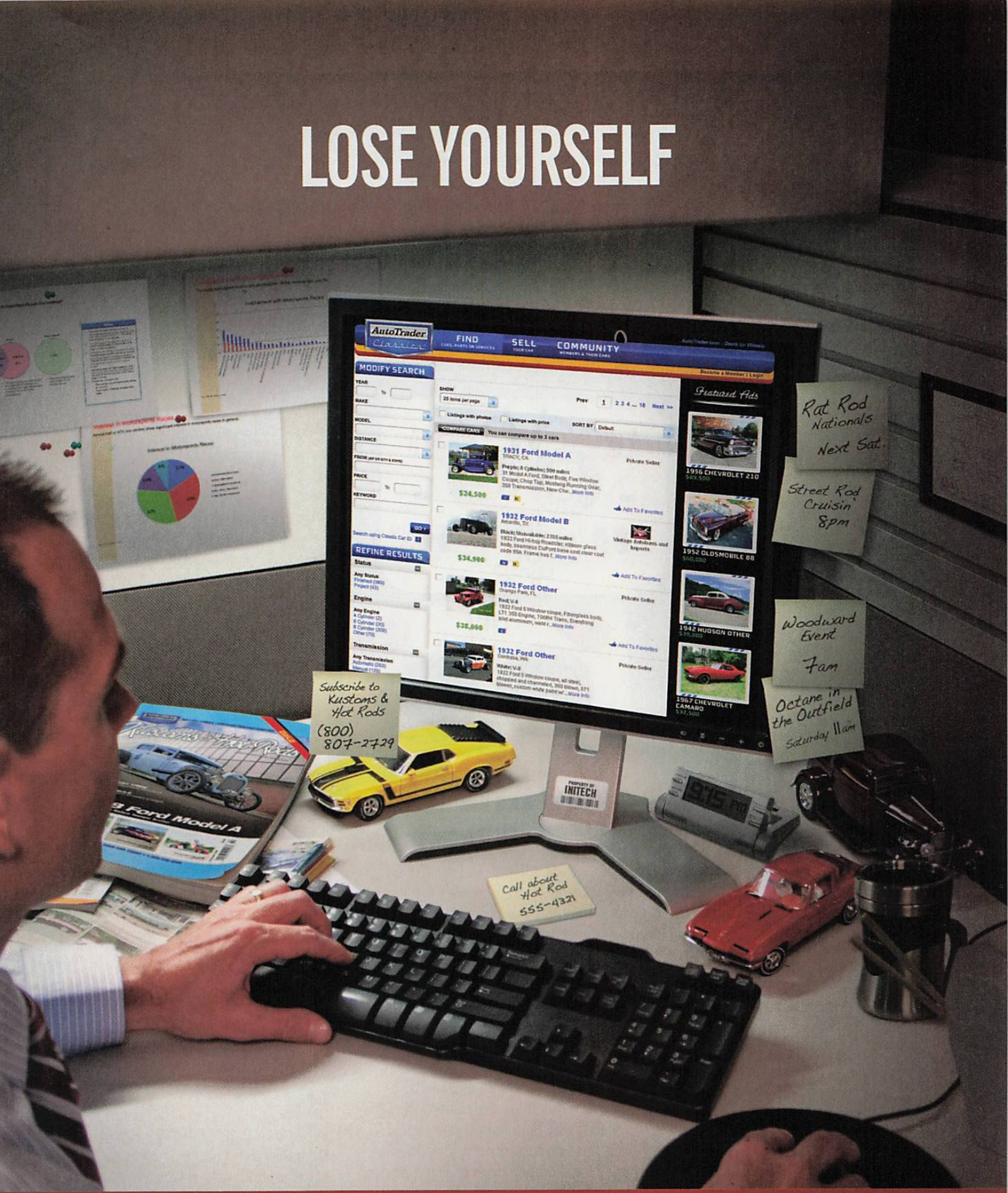

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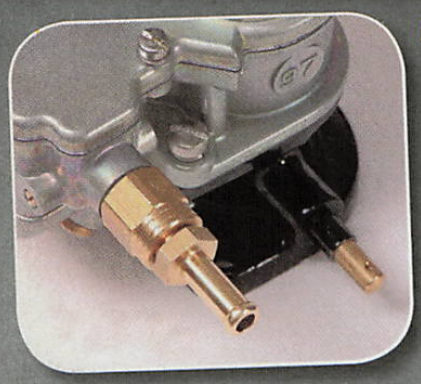

PUSH THIS

The standard Stromberg 97 throttle shaft arm points up and is pulled by the typical early Ford-type throttle linkage. Stromberg's 97 LZ arm points down where a push-type linkage application is needed. The throttle linkage kit (PN 9581K-LZ, $39.95) comprises the new LZ throttle arm, riveted to a standard diameter Stromberg throttle shaft, plus two new throttle shaft bushings and four throttle plate screws. If you have a new-issue Genuine Stromberg 97 carburetor, the shaft is a straight swap. The bushings are supplied for installation into an older carburetor.

STROMBERG
(check website for a local dealer)
www.stromberg-97.com

NEW LOOK ON AN OLD IDEA

OTB Gear reached into the past with the spark plug wire hold-downs on the '49 Oldsmobile V-8 by creating the Rocket Strips. Available both as fully assembled valve covers and as install-it-yourself kits (which can be added to any flat-top valve cover), both are highly polished and come with premium stainless acorn nuts. When purchasing complete valve covers, choose between early and late model, short and tall style for small-block Chevys.

OTB GEAR
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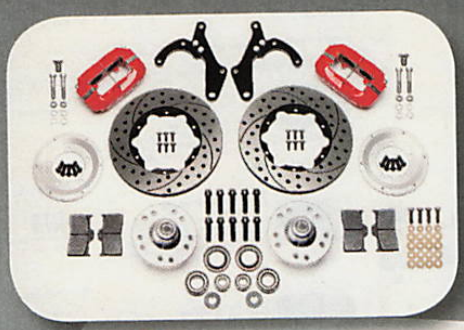
www.otbgear.com

DISCS ALL AROUND



Wilwood Engineering now has a disc brake kit for '55-57 Chevys that allows the use of aftermarket 14-inch wheels with the enhanced stopping ability of disc brakes. The Forged Dynalite Pro front kit (PN 140-11491) features an aluminum hub assembly and an aluminum adapter plate connected to 11-inch rotors. Forged Dynalite calipers are available in Platinum-E, red, black, or in a polished finish. The kit comes complete with the special caliper brackets, BP-10 brake pads, and all of the hardware required to complete the installation.

The Wilwood (PN 140-11405) forged Dynapro rear P-Brake kit is designed for the original '55-57 Chevy differential and features forged Dynapro calipers in Platinum-E, red, black or in a polished finish. This system uses an 11-inch rotor specially designed for use with an internal drum parking brake mechanism that also incorporates the caliper mounting bracket. This kit also comes with the BP-10 brake pads and all of the hardware required to finish the installation.

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2010 AMSOIL/*STREET RODDER* Road Tour Updates

You can still join the Sherm's Plating Tour, the remaining leg of this year's AMSOIL/*STREET RODDER* Road Tour. Register today by calling the Road Tour Hotline at (800) 664-1362, or register online at www.streetrodderweb.com or by email at roadtour@streetrodderweb.com.

Hotel Registration Information

When you register today, we'll send you a list of hotels for each night's stop. We've reserved blocks of rooms at headquarters' hotels, but it's your responsibility to book your room directly. If you choose to stay at the headquarters' hotels, you must make reservations 30 days ahead of time to get the reduced Road Tour rate (so you'd better call today). And please don't swipe the shower caps!

The Cruise to Ocean City Tour • May 15-23

Success. Read all about this amazing Atlantic Seaboard ride beginning on page 68 of this issue.

The Woody's Hot Rodz Tour • May 28-June 6

Success. Stay tuned for our upcoming coverage of the trip from Missouri to Pennsylvania.

The Vintage Air Tour • June 19-27

Success. Were you part of the street rod trail drive from San Antonio to Pueblo?

The Factory Five Racing Tour • July 10-18

Success. New England and the eastern woodlands is beautiful country, and the show in Syracuse was hot!

The Intercity Lines Tour • July 30-August 8

Success. Speaking of hot, the haul from California to Kentucky for the NSRA Street Rod Nats was cooking!

The Dynamat Tour • August 8-17

Success. We followed the path of the pioneers, winding up in Wendover in time for Speed Week in Bonneville.

The Canadian Classic Cars.ca Tour • September 10-19
NSRA Nationals North, Kalamazoo, Michigan, to NSRA Northeast Nationals, Burlington, Vermont

In progress. You might still be able to participate in the Canadian Classic Cars.ca Tour. Pack your passport because they'll be asking for it at the border. Or Plan B—catch up with the Road Tour at one of the stops between Kalamazoo and Burlington, such as Shadow Rods in Saginaw, Canadian Classic Cars.ca in Rockland, Ontario, or in the Canadian capital of Ottawa.

The Sherm's Custom Plating Tour • October 9-17
Sherm's Custom Plating, Sacramento, California, to the NHRA California Hot Rod Reunion, Bakersfield, California

The Sherm's Custom Plating Tour is your one remaining opportunity to be part of the *STREET RODDER* Road Tour … until we do it all again in 2011. Meet us at Sherm's Custom Plating in Sacramento for our southbound swing down the California coast between San Francisco and Bakersfield. The whole thing culminates at the NHRA California Hot Rod Reunion at Famoso Raceway. Zane Cullen at Cotati Speed Shop and Roy Brizio at Roy Brizio Street Rods are waiting to meet us and show off the cars being built in their impressive facilities. **UPDATE:** What are you waiting for? Register today!

Janeen Webb: Goodguys' Woman of the Year

The Goodguys' Woman of the Year award was established to recognize outstanding female executives in the hot rod industry. This year's award was presented to *STREET RODDER* magazine Account Executive Janeen Webb. According to Goodguys, Webb's notable career, combined with "her warm spirit and passion for the rodding industry" made her their unanimous choice.

Webb joined our staff as the company receptionist. Through hard work and intelligence, she has become one of Source Interlink Media's leading account executives, working with the manufacturers, suppliers, and service businesses that help us produce this magazine. She has also contributed to the automotive aftermarket industry through her involvement with SEMA's Hot Rod Industry Alliance Council.

"Janeen has been an integral part of the growth of *STREET RODDER* magazine and the street rod industry over the last 25 years," *SRM* Editorial Director Brian Brennan says. "She's so good at taking care of us, too. She handles rental cars, hotel rooms—always going the extra mile while tirelessly networking, designing advertising packages for clients, and looking out for the welfare of the industry. Nobody deserves this honor more than Janeen."

New Books of Traditional Tech

Hot rod builder Vern Tardel has released the fourth booklet in his "Let Me Help You" series of guides for traditional Ford hot rod enthusiasts. *Ford Ignition—Ignition Systems for Early V8's* illustrates and describes selection, disassembly, restoration, reassembly, troubleshooting, and calibration of the classic Ford Crab Cap distributor. The 44-page booklet is a comprehensive, step-by-step guide to eight-cylinder Ford and aftermarket Flathead ignition systems and is a great resource for any traditional Flathead engine builder.

The three previously released booklets in the "Let Me Help You" series are: *Ford Steering—Service Repair and Modification, Ford Transmission—Service & Repair,* and *Ford Brakes—Hydraulic Brakes for Your Early Ford.* Single copies are available for $11.95 or buy them all for $39.95. Vern Tardel Enterprises, 464 Pleasant Ave., Santa Rosa, CA 95403, and online at www.verntardel.com.

STREET RODDER PRESENTS

STREET RODDER PREMIUM

NEW

TRADITION WITHOUT LIMITS

Enjoy 100 pages of high-quality paper in a large-format magazine with compelling photography supported by writers who live and understand the past, present, and future of hot rodding.

SRP is intended to appeal to the rodder who has spent time in the garage and is now looking to relax. *SRP* will present all things in the world of rodding that are often overlooked or not represented enough on the pages of today's rodding magazines. The oversized page format will allow larger photos and is designed in such a way that it offers easy and enjoyable viewing and reading. You will truly be entertained by the world of hot rodding resting in your hands.

SRP will look at the cars that "push the envelope" making statements in design and engineering. These cars offer a unique perspective, oftentimes filled with parts and design tips that all rodders can take advantage of. Cars from the early 1900s through the '70s will be featured. Whether it is a street rod or custom build style, you will find these ultimate cars thoroughly entertaining.

SRP will visit the automotive museums in the country, but remember it will always be with an eye toward street rodding. Whether small or large we will be looking for those car museums that offer interesting hot rods, customs, and shows cars from all the eras.

SRP will interview the legendary artists, builders, owners, and manufacturers who have made street rodding the great hobby and powerful industry it has become over the past six decades. Where did they get their inspiration? How did they develop their talents? Who were their mentors? Who have they mentored? These are just some of the questions to be asked and answered. It will be compelling reading about the individuals who are credited with developing our hobby.

SRP will look behind the auction curtains and give you insight on what's hot and what may be the next trend right around the corner. Insights on how to evaluate cars before raising your hand for the first time—and when to get out! Follow the auction circuit around the country and keep tabs on the rise and fall of hot rod prices; what's collectible and what isn't; what makes a sharp auction buyer; and what the pitfalls are of buying at an auction.

SRP will raise garage doors to bring to us the "dream garage" all of us would like to see and maybe, just maybe, desire as our own. Remember there's more to a garage than great looking hot rods. What makes a properly equipped garage? From hand tools to power tools, from workbenches to lifts, or painted floors and walls, will it make you a better rodder? It just might.

SRP is for those rodders who want to know more about the aspects of their hobby that are so often glossed over. *SRP* is intended to satisfy the growing thirst for an even larger dose of rodding that sits within all rodders.

TRADITION WITHOUT LIMITS
STREET RODDER PRESENTS
PREMIERE EDITION
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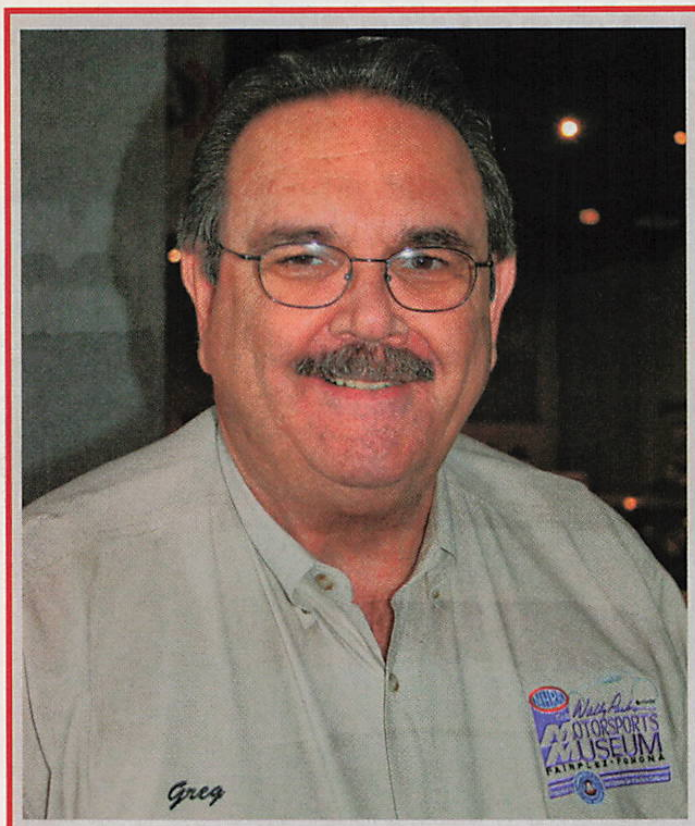
EXPLORING PAST TREASURES VISITING THE SPEEDWAY MOTORS MUSEUM
GOING, GOING, SOLD! WHAT'S IT REALLY WORTH
FINE LINES PLACING BRUSH TO CANVAS
GOING, GOING, SOLD! WHAT'S IT REALLY WORTH
FINE LINES PLACING BRUSH TO CANVAS

ON NEWSSTANDS OCTOBER 2010

SPECIAL COLLECTOR'S ISSUE



Greg Sharp Honored ... Again

Even if you don't recognize the face in the photo, you recognize the name. Greg Sharp has left his imprint on more corners of the hot rod hobby than most and his contributions were recognized with a Special Founder's Award at the '10 International Drag Racing Hall of Fame Induction Ceremony in Gainesville, Florida.

Sharp is the curator of the Wally Parks NHRA Motorsports Museum in Pomona, California. It's the perfect job for a guy who has spent his whole life contributing to the hot rod hobby and the sport of drag racing. As a kid, Sharp started educating himself with car magazines. By the '70s, he was educating others through magazines. In fact, *STREET RODDER* published his first editorial contribution in our second issue back in June 1972.

In the 38 years since, Sharp has written a mountain of magazine articles and been the subject of many as well, including features on his '29 Model A roadster pickup. He was one of the earliest members of the L.A. Roadster Club and he has served as an ISCA official and judging supervisor for many years—part of the team who chose the AMBR winners at the Grand National Roadster Show. In the '90s, he became the NHRA Director of Historical Services and was instrumental in the opening of the Wally Park Museum in 1998. Perhaps his greatest reputation is as a "walking encyclopedia" of hot rod and drag racing history; we can't think of anyone who knows more about the subject. Tony Thacker, director of the Wally Parks Museum, calls him "one of our industry's most knowledgeable people."

"The best part of my job is being good friends with my heroes," Sharp said after receiving this tribute. "I'm so honored to be included with a stellar group of individuals."

Hetfield & Magnuson Make the Terrific 12

Two of the America's Most Beautiful Roadster finalists from the Grand National Roadster Show are making some noise on the Goodguys circuit now. James Hetfield's "Slow Burn" '36 Auburn Speedster and Jerry Magnuson's "Magnatude" '32 Muroc roadster have received the first two of Goodguys' "Terrific 12" awards for 2010.

At the Goodguys All American Get-Together in Pleasanton, California, the Auburn took the event's top prize: West Coast Custom of the Year. Designed by Hetfield and famed stylist Rick Dore, the car blends concourse-style elegance and traditional custom flare. The one-off Colorado Custom wheels were designed by Hetfield himself. The Pleasanton show was the first outdoor appearance for the "Slow Burn", and the Candy Root Beer House of Kolor paint, sprayed by Hollenbeck of Vintage Color Studio, really comes to life in the sunlight.

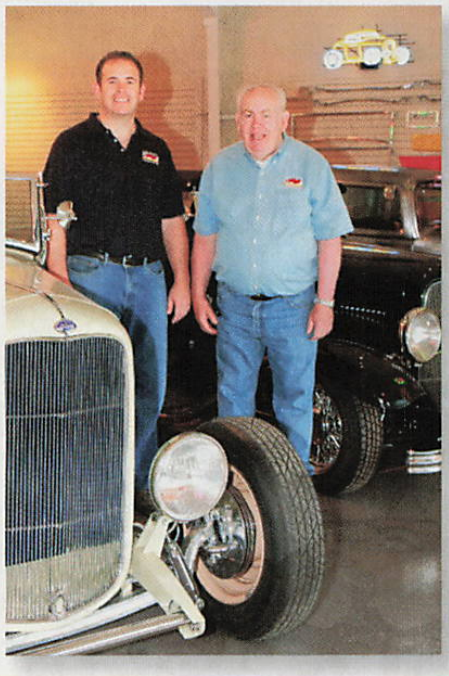
At the Goodguys Del Mar Nationals the focus has always been on elegantly styled street rods, so it seems natural that Jerry Magnuson's "Magnatude" would earn the Street Rod d'Elegance award at that event. The sleek, stylish, and oh-so elegant '32 Muroc roadster is one of a limited number of aluminum rods hand-formed by Marcel De Lay and designed by Chip Foose, riding on a custom Kugel chassis. The paint is two-tone Butterscotch Pearl with Champagne metallic, and the engine is an LS1 Chevy with a intercooled Magnacharger—of course!

Both Hetfield and Magnuson received a gorgeous billet aluminum award, in addition to a custom toolbox from Snap-on Tools wrapped in vinyl and decorated with a portrait of their car. Both cars and the rest of the Goodguys' "Terrific 12" major award winners for 2010 will be displayed at the 13th Southwest Nationals in Scottsdale, Arizona, November 19-21.

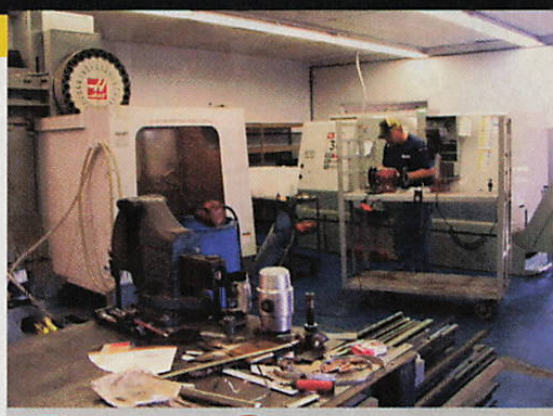
Goodbye Repro Man
Ray Gollahon, 1941-2010

Ray Gollahon, founder of Brookville Roadster, died June 19 after a short illness.

Gollahon was born in August 1941 in Pennington Gap, Virginia. He built his first hot rod at the age of 18. After finishing high school, he became a sheetmetal journeyman. As a hot rodder, Gollahon recognized the need for high-quality repair panels for Ford Model As. As a sheetmetal worker, he had the talent to fill that need. In 1972, Gollahon and his wife, Donna, established Antique Auto Sheet Metal, working out of their garage stamping and hand-finishing small batches of panels. They took their first batch to an antique auto show and sold the entire supply in one day. Today, Brookville Roadster is the country's largest source of early Ford replacement panels and components. After introducing complete replacement bodies for Model A roadsters and roadster pickups, Brookville began constructing exact-reproduction '32 Ford roadster bodies. Their efforts were rewarded with a Best New Product award from the National Street Rod Association in 1997. In 2005, Brookville's '32 Ford three-window coupe body earned even more Best New Product awards.



Anyone who dealt personally or professionally with Gollahon can tell you that the quality of his products are a reflection of the quality of his character. Brookville Roadster will continue as a family business— Gollahon's son, Kenny, has been involved in running the company for many years—but the visionary metalman who started it all will be missed.



Fatman Goes CNC

We always thought CNC stood for Charlotte, North Carolina, until Brent VanDervort at Fatman Fabrications told us it means computer numerical control, like the machines used to increase in-house parts production at Fatman's Charlotte facility. Up-to-date HAAS vertical and horizontal machine centers allow VanDervort and his crew to produce more intricate designs in a more efficient manner. Now they can improve the quality of their parts while improving inventory management. In other words, make better products that don't cost more, and help to keep manufacturing jobs in the United States. For more information about Fatman Fabrications' products, go to www.fatmanfab.com.

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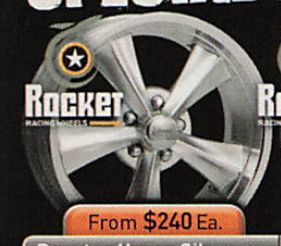
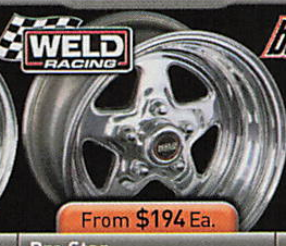
 From $240 Ea.	From $180 Ea.	From $180 Ea.	From $240 Ea.	From $180 Ea.	From $214 Ea.
Booster Hyper Silver W/T Combos from $1460 Avail. in 17",18",20"	**Fuel Polished** W/T Combos from $1220 Avail. in 15", 17"	**Igniter Polished** W/T Combos from $1220 Avail. in 15"	**Velocity Gray** W/T Combos from $1460 Avail. in 17"	**Launcher Polished** W/T Combos from $1220 Avail. in 15"	**CL205** W/T Combos from $1256 Avail. in 15",17",18",20"
From $269 Ea.	From $339 Ea.	From $236 Ea.	From $199 Ea.	From $231 Ea.	From $375 Ea.
Cobra 427 Polished W/T Combos from $1576 Avail. in 15",17",18"	**AR500** W/T Combos from $1756 Avail. in 17"	**200S** W/T Combos from $1344 Avail. in 15",17"	**V45** W/T Combos from $1499 Avail. in 16",17"	**Street Lite** W/T Combos from $1424 Avail. in 15",17"	**Dyno** W/T Combos from $1999 Avail. in 15",17",18",20"
From $310 Ea.	From $199 Ea.	 From $194 Ea.	From $522 Ea.	From $522 Ea.	From $170 Ea.
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From $170 Ea.	From $200 Ea.	From $495 Ea.	From $495 Ea.	From $495 Ea.	From $487 Ea.
Eliminator Gray W/T Combos from $1080 Avail. in 15",17"	**Bonneville Gray** W/T Combos from $1300 Avail. in 15",17"	**Maxx** W/T Combos from $2480 Avail. in 17",18",20",22",24"	**Five Speed** W/T Combos from $2480 Avail. in 17",18",20",22",24"	**Flex** W/T Combos from $2480 Avail. in 17",18",20",22",24"	**Six Shooter** W/T Combos from $2448 Avail. in 17",18",20",22",24"
From $487 Ea.	From $595 Ea.	From $805 Ea.	From $595 Ea.		
Livewire W/T Combos from $2448 Avail. in 17",18",20",22",24"	**Crossfire** W/T Combos from $2880 Avail. in 17",18",19",20"	**Velocity** W/T Combos from $3620 Avail. in 17",18",19",20"	**Americana** W/T Combos from $2880 Avail. in 17",18",19",20"		

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2010 AMSOIL/*STREET RODDER* Road Tour
Shadow Rods XL27 Roadster Pickup

AMSOIL STREET RODDER Road Tour 2010

Presented By Wheel Vintiques

In its 15th year, the Road Tour has proven you can drive a street rod anywhere at any time

BY BRIAN BRENNAN
PHOTOGRAPHY BY RANDY LORENTZEN

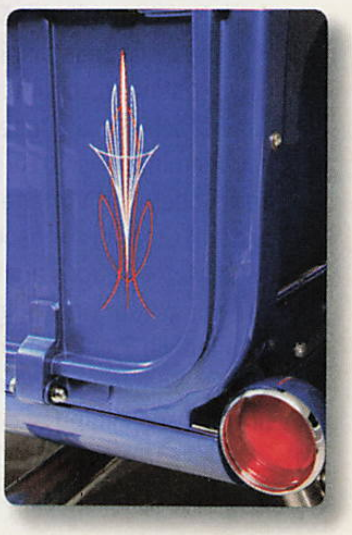
Another Greening treatment is the headlight.

Approaching 375,000 miles would be an impressive milestone for any car but what about 15 cars? To say you built 15 cars and their cumulative miles are in excess of 300,000 says a great deal for the cars along with the products and builders. The *STREET RODDER* Road Tour project began 15 cars ago with the intent to prove that you can build a street rod using industry products and then drive it anywhere at any time.

In the Road Tour history, 15 vastly different cars were driven approximately 25,000 miles per year, built by nearly a dozen different builders, and assembled with numerous industry products yielding the same results: a street rod you can drive. The assortment of pre- and post-'48 coupes, sedans, roadsters, phaetons, pickups, etc. have attended many NSRA, Syracuse Nationals, and Cruisin' Ocean City events, visited dozens of street rod shops and industry manufacturers, while touring various museums, collections, historical sites, landmarks, and much more. But more importantly the cars have and continue to be exposed to the very rodders who buy the product. The Road Tour cars have always been accessible for one and all to see to make their own findings.

2010 AMSOIL/*STREET RODDER* Road Tour Shadow Rods XL27 roadster pickup

The very cool taillights come by way of Greening Auto Company.



This year's AMSOIL/*STREET RODDER* Road Tour Shadow Rods XL27 roadster pickup is the latest in a line of successful projects. Based on a Shadow Rods XL27, the roadster pickup and chassis is a rolling street rod shop showing off the latest in product and build standards.

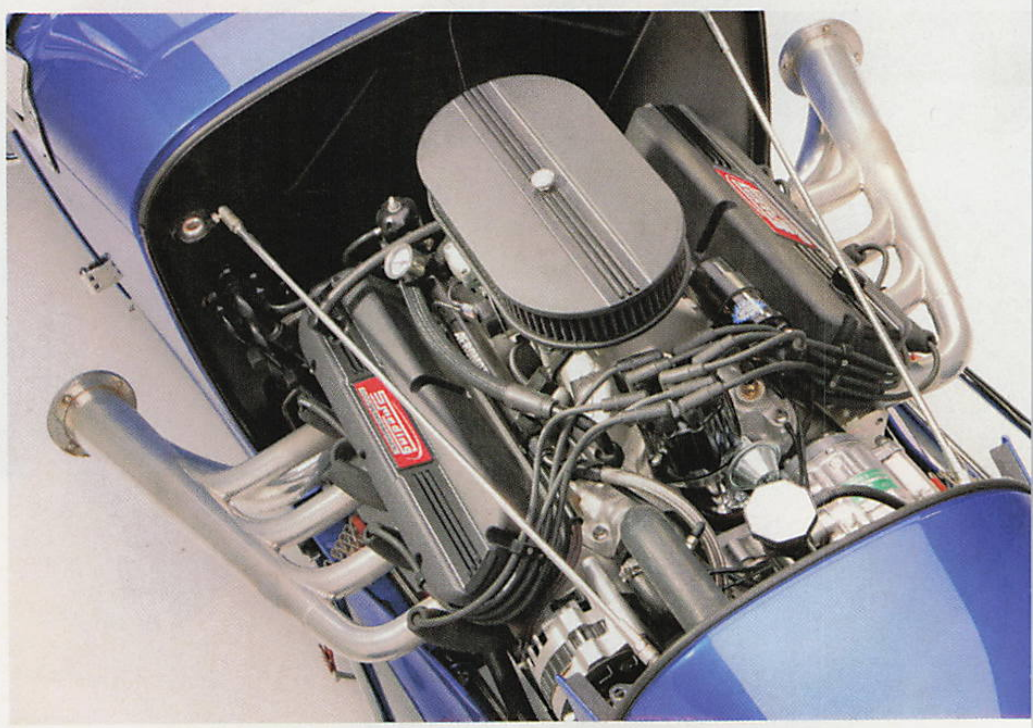
The Shadow Rods XL27 chassis was delivered to Zane Cullen of Cotati Speed Shop for assembly, some good ol' fashion fabrication, painting (PPG paints), and a bit of wood working. Cullen took the chassis replete with a Super Bell I-beam axle and a Moser-equipped 9-inch Ford rearend (AMSOIL filled) and began to apply his outstanding craftsmanship efforts. You will see at the corners Pete & Jakes shocks, Wilwood disc brakes, and Wheel Vintiques wheels wrapped in Coker rubber. (The XL27 will be showcased at varying times with one of four wheel-and-tire combos: Wheel Vintiques powdercoated red steelies outfitted with Canadian Merc caps surrounded by Coker bias-ply skins; Wheel Vintiques cream-colored artillery wheels with caps and rings; again wrapped in Coker bias-ply, Wheel Vintiques black powdercoated rims and red centers with stainless wires and radial Coker rubber; and last, Wheel Vintiques black OE steelies with spider caps and the popular Coker Dirt Track front and rear rubber.)

Other chassis components include the Flaming River steering box, Totally Stainless fasteners, and loads of brightwork applied by Sherm's Custom Plating. Between the '32 'rails is the powertrain made up of a Smeding "big" 427-inch small-block Ford V-8 (based on a 351 with 460 hp and 510 lb-ft of torque filled with AMSOIL engine oil), a Gearstar-prepped Ford AOD overdrive that Gearstar develops into a Level IV with a 10-inch lockup converter (AMSOIL filled), which includes Lokar Performance Product shifter and cables, and the Moser nodular centersection (AMSOIL gear lube) is used along with a 31-spline TrueTrac differential, 3.50 Motive Gear ring-and-pinion, custom alloy axles, and the brand-new Moser 9-inch round back housing. Other engine appointments include a PerTronix ignition, Patriot headers and exhaust system with SFI VaraFlow stainless mufflers, an Aeromotive fuel system, and custom C. Cook Enterprises air cleaner and valve covers.

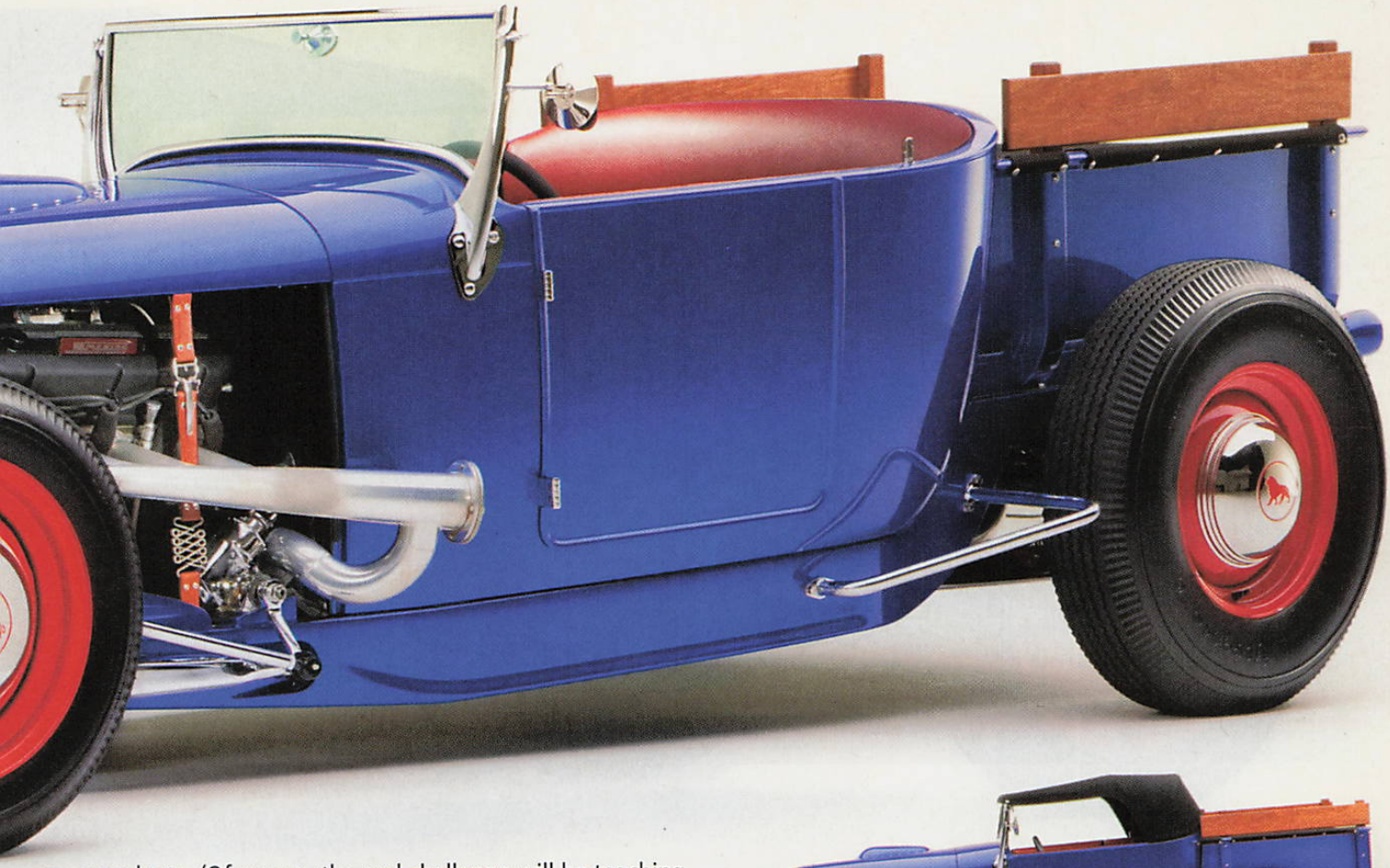
The Shadow Rods PPG Sonic Blue painted body (outfitted with a C. Cook Enterprises hood and grille shell and filled with an Alumicraft grille insert) is loaded with plenty of Dynamat to quiet and cool the occupants, Rod Tops top and window curtains (the truck is equipped with Steele Rubber Products weatherstripping), Wise Guys seating in conjunction with Time Machines Unlimited interior, and Flaming River steering column and wheel. The Vintage Air heat/cool system, Custom Autosound stereo, Auto Meter gauges along with the Greening Automotive lighting are coupled via Painless Performance wiring. Keeping the paint and brightwork shining and looking like new falls to California Car Covers latest new product Golden Shine car

C. Cook Enterprises built the hood top as well as the grille shell, which was then fitted with a grille insert from Alumicraft Street Rod Grilles. Custom nerf bars front and side are the handmade handiwork of Cotati Speed Shop.

The red powdercoated steelies from Wheel Vintiques with Canadian Merc caps are wrapped with Coker Firestone DeLuxe Champions measuring 7.50x16 in back with fronts coming in at 5.00/5.25x16.



The potent Ford comes from the Smeding catalog and offers 427 inches producing 460 hp and 510 lb-ft of torque. Plenty of AMSOIL engine oil makes sure the engine runs true to form. Air cleaner and valve covers are from C. Cook Enterprises. The Patriot headers provide plenty of exit room for spent gases but also give the roadster pickup a certain 'tude.

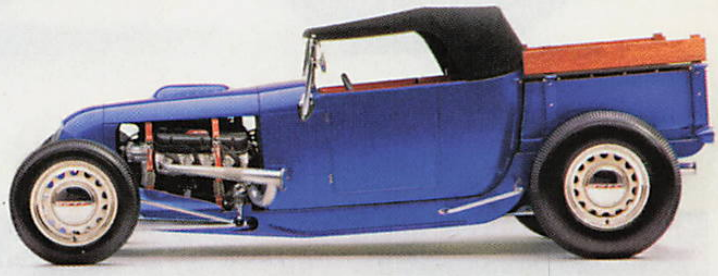


care products. (Of course, the real challenge will be teaching Road Tour chauffeur Jerry Dixey how to use a polish rag!)

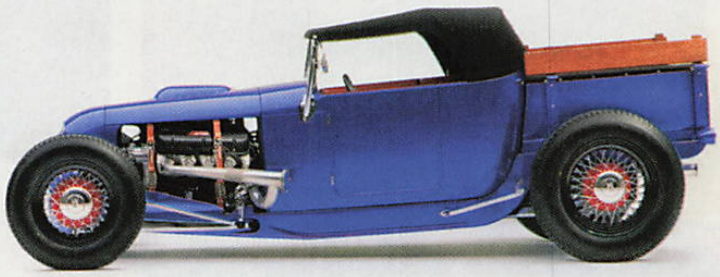
Visually one of the focal points on this year's ride is the pickup bed. The bed wood comes by way of Bed Wood and Parts, add to this a very nifty rack, cargo locking system from Mac's Custom Tie-Downs, and custom gear bags. Cotati built the good-looking "floating" platform that sits above the bed (Bed Wood and Parts) and between the wooden sides, which holds the oversized gear bag made by Francis Minaglia.

The interior is loaded with street rod delights, like a Time Machines Unlimited interior and the Wise Guys fully adjustable, heated bucket seats. The dash is fitted with Auto Meter gauges, Vintage Air heat/cooling ducts and their respective control knobs, suspended from the dash is a Flaming River steering column and wheel. Other rodding components include the Lokar Lakester Series throttle and pedal pads, shifter, and one very important item you can't see but surely can hear—the Custom Autosound Secret Stereo.

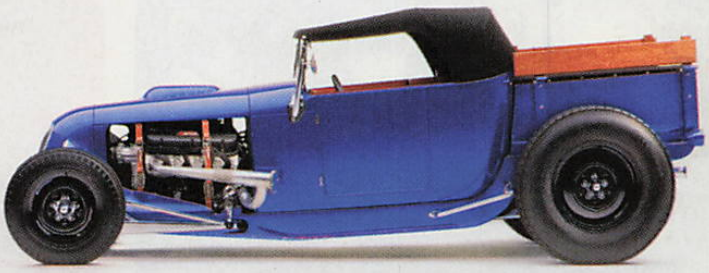
When you read this article, Dixey will have driven the '10 Road Tour roadster pickup nearly 15,000 miles well on his way to 20,000-plus miles for the summer. That's pretty incredible when you think of it—a street rod driven upwards of 25,000 miles in one summer from coast to coast. How many of us have driven our street rods 25,000 miles, regardless of the number of summers, and thrown in nearly faultless performance? I dare say precious few. The Road Tour proves you can have a good-looking, well-performing street rod using nothing more than what's available. SR



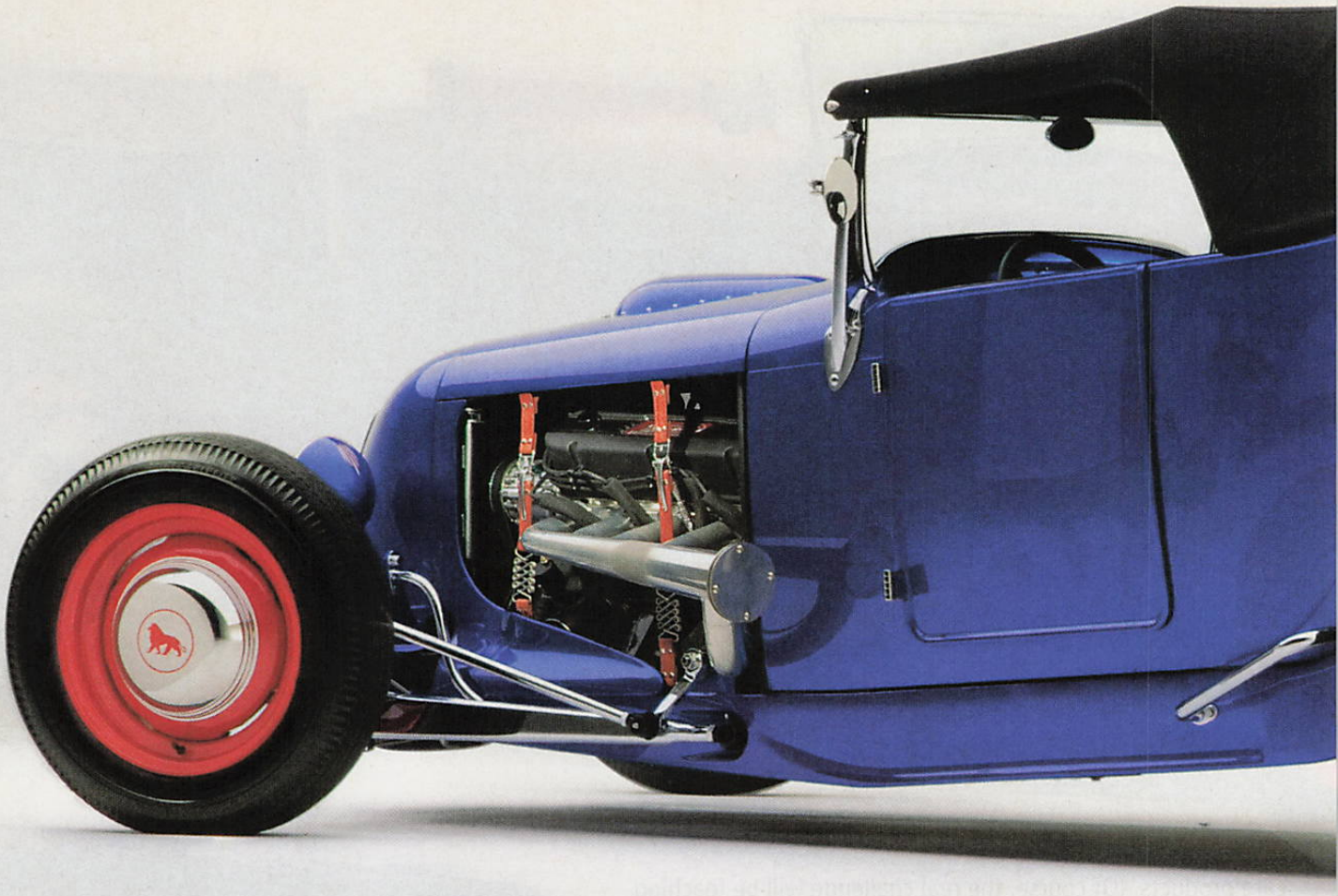
The Wheel Vintiques cream-colored artillery wheels with caps and rings are wrapped with Coker Firestone DeLuxe Champions.

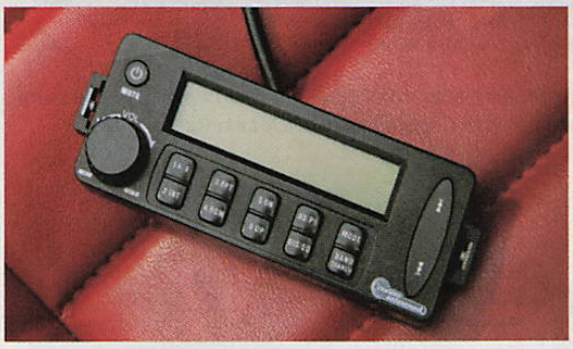


The Wheel Vintiques black powdercoated rims with red centers with "V8" caps sans rings and stainless steel spokes are covered with Coker Excelsior tires measuring in front 6.00x16 and in back at 7.00x18.

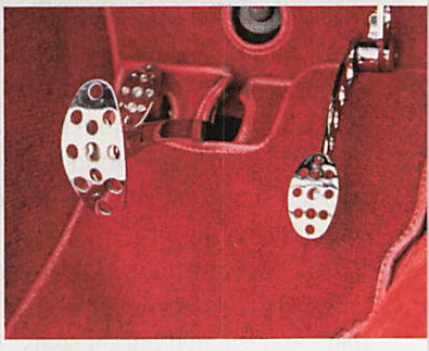


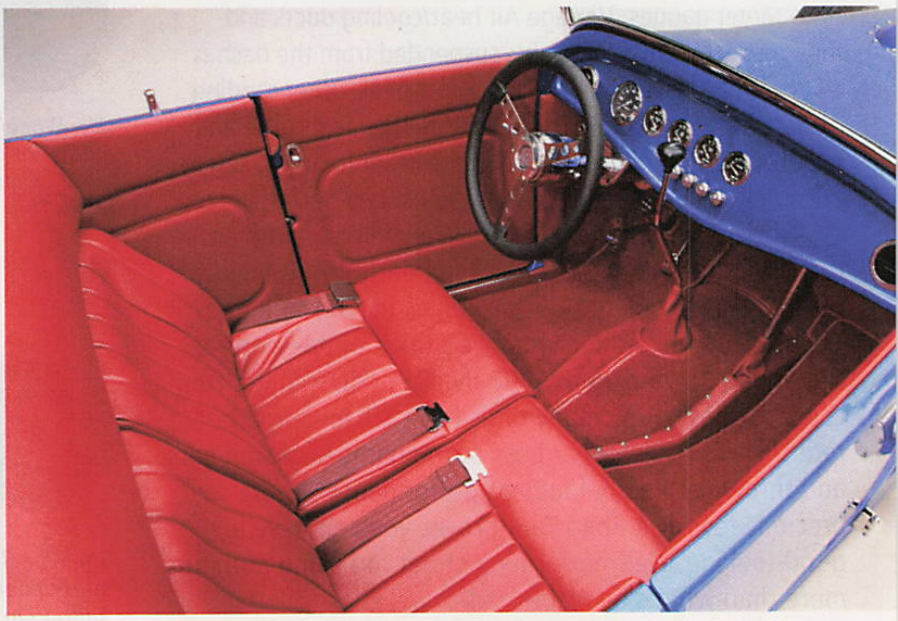
The Wheel Vintiques OE black steelies roll with spider caps all surrounded by the always-popular Coker Dirt Track rubber with 5.00x15 in front and 8.20x17 in back.





FUEL
VOLTS





The incredibly good-looking bed wood and the sides were crafted by Bed Wood and Parts. The VersaTie aluminum track comes from Mac's Custom Tie-Downs and the tank is Shadow Rods.

Cotati Speed Shop got the nod to make the handy, good-looking "floating" rack (with wood from Bed Wood and Parts) that sits above the bed and between the wooden sides. The gear bag was made by Francis Minaglia who also helped with the installation of Rod Tops/Time Machines interior kit, the top, the carpet and the tonneau cover.

Facing page, top row, left to right:

Custom Autosound provides the cool tunes via a hidden stereo that's remote controlled, which for most of us would be fine but for Road Tour chauffeur Jerry Dixey it requires going to night school! (Jerry, I just couldn't resist.)

Auto Meter supplied the traditional-style gauges (pictured from right to left) *is the oil pressure, fuel, and volt. The four knobs operate the Vintage Air heater and air conditioning functions.*

Lokar got the nod for the interior "foot work," which includes a Lakester throttle pedal and pedal pads in the chromed and drilled finish.

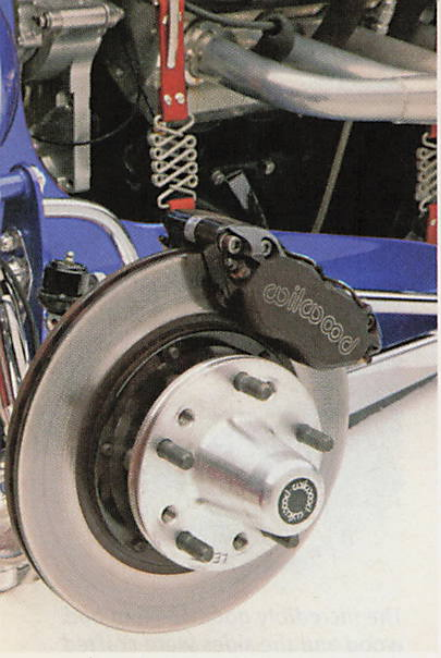
Facing page, bottom row, left to right:

The steering column and wheel come by way of Flaming River. Auto Meter gauges and the Vintage Air heating and A/C controls are more dash-mounted pieces.

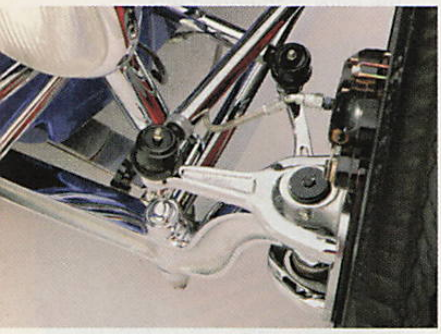
The Wise Guys adjustable seats with heaters was upholstered by Time Machines Unlimited, which did all the interior stitchwork. Other appointments include the Lokar e-brake, shifter, and pedals.

Mac's Custom Tie-Downs supplied the VersaTie aluminum track and the custom soft luggage (that anchors to the track) giving Road Tour pilot Dixey plenty of room to hide his laundry as he spends a summer of fun relaxing his way across America in the Shadow Rods XL27. Note the Shadow Rods gas tank neatly tucked at the forefront of the bed.

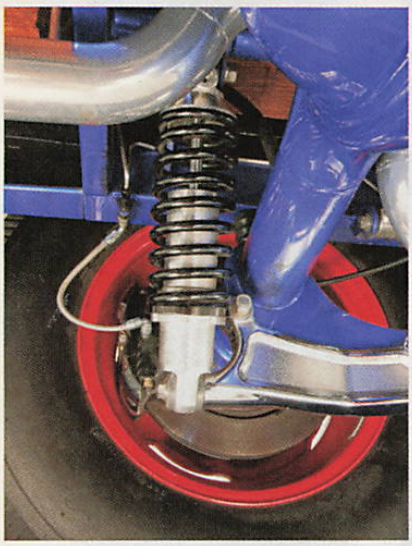
"Styles" laid down lines that accented the brilliant PPG Sonic Blue paint making it stand out even more.



Wilwood black finish Dynalite calipers are used along with dual-bolt pattern hubs.

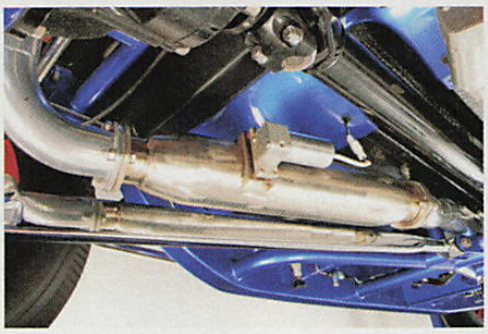


Pete & Jakes supplied several of the suspension components, including the steering arms, I-beam axle, tube shocks in front, and perch bolts.



The Pete & Jakes Viper coilover shocks are found in the rear while traditional P&J tubes are up front.

An external Aeromotive electric fuel pump is attached to the framerail. Note the battery kill switch located alongside the pump.



The Patriot exhaust features a pair of stainless VaraFlow mufflers with electric motor and valve assembly allowing you to tailor the exhaust sound while you drive.

Sponsor	Product
Aeromotive, Inc. (Lenexa, KS)	Fuel System
AMSOIL INC. (Superior, WI)	Lubricants & Filtration
Auto Meter Products (Sycamore, IL)	Gauges
Bed Wood and Parts (Hopkinsville, KY)	Bed Wood
California Car Cover (Chatsworth, CA)	Golden Shine Car Care Products
C. Cook Enterprises (Erlanger, KY)	Engine Dress-Up & Metal Shaping Equipment
Coker Tire (Chattanooga, TN)	Tires
Cotati Speed Shop (Santa Rosa, CA)	Builder
Custom Autosound (Fullerton, CA)	Audio
Dynamat (Dynamic Control) (Hamilton, OH)	Insulation & Noise Control
Flaming River Industries, Inc. (Berea, OH)	Steering Components
Gearstar Performance (Akron, OH)	Transmission
Greening Auto Co. (Cullman, AL)	Lighting, Exhaust Tip Bells
Intercity Lines (Warren, MA)	Transportation
Lokar Performance Products (Knoxville, TN)	Shifter & Cables
Mac's Tie Downs (Sagle, ID)	Tie Downs & Bed Accessories
Moser Engineering (Portland, IN)	Rearend Assembly
Painless Performance (Ft. Worth, TX)	Wiring System
PerTronix (San Dimas, CA)	Ignition System
Patriot (San Dimas, CA)	Headers, Exhaust
Pete & Jakes Hot Rod Parts (Peculiar, MO)	Front Suspension, Rear Coilovers
PPG Industries (Strongsville, OH)	Paint & Coatings
Rod Tops/Time Machines Unlimited (Ellsworth, MI)	Top & Upholstery
Shadow Rods (Saginaw, MI)	Body, Frame (Chassis & Suspension)
Sherm's Custom Plating (Sacramento, CA)	Chrome Plating
Smeding Performance (Boerne, TX)	Engine
Steele Rubber Products (Denver, North Carolina)	Weatherstripping
Totally Stainless (Gettysburg, PA)	Stainless Steel Fasteners & Components
Vintage Air, Inc. (San Antonio, TX)	Heat/Cool & Serpentine Belt System
Wheel Vintiques (Fresno, CA)	Wheels
Wilwood Engineering (Camarillo, CA)	Brakes
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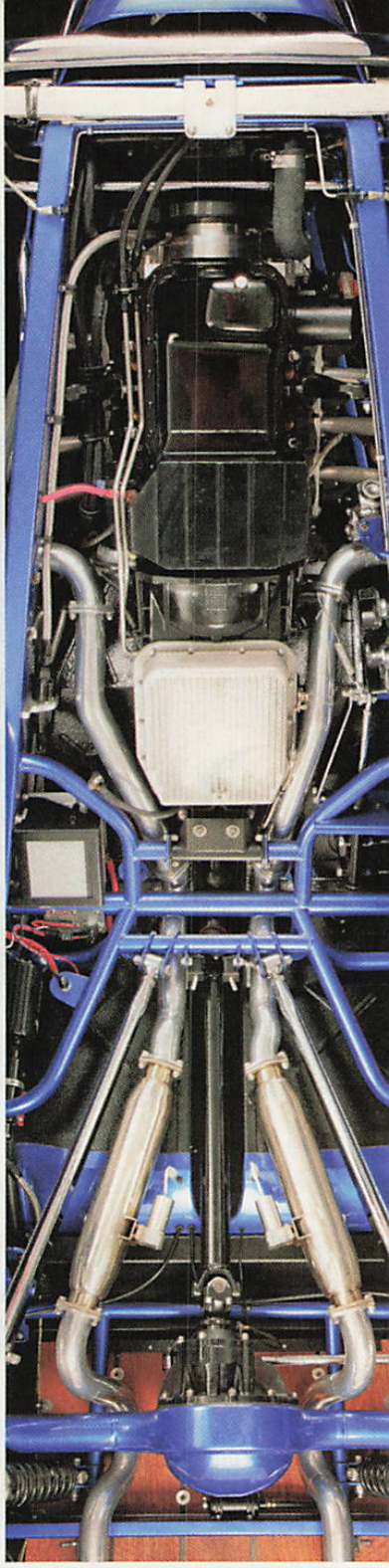
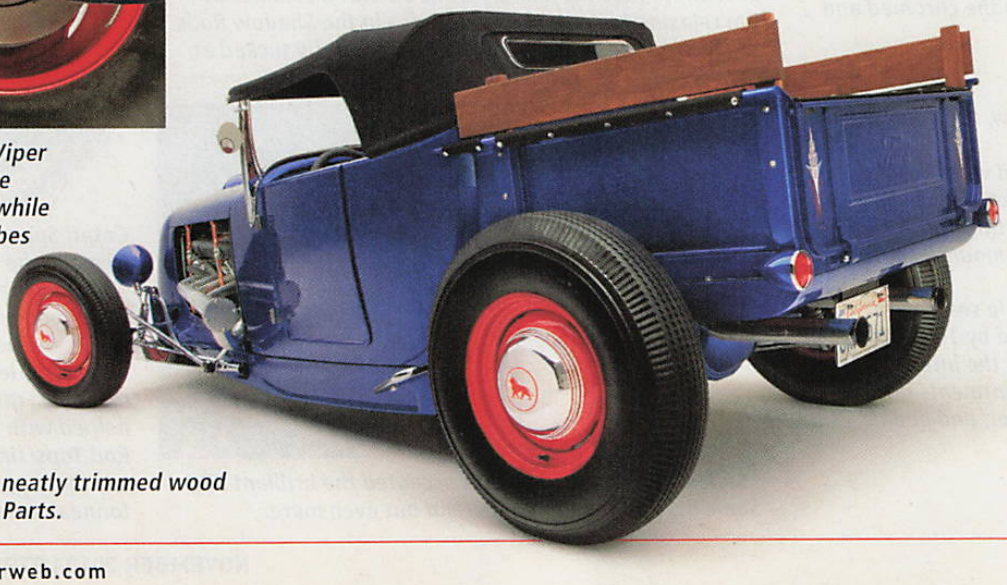
Yogi's, Inc. (Monticello, IA)	Retail Store



Zane Cullen and his staff fit a great deal between the Shadow Rods '32 'rails, which includes a Smeding 427 Ford V-8, Gearstar Ford overdrive trans, plumbing, wiring, and exhaust system, just to name a few. Exhaust system focal points are the Patriot VaraFlow mufflers that fit neatly between the Shadow Rods control arms and in front of the Moser-equipped Ford 9-inch rearend. All the brightwork was handled by Sherm's Custom Plating.



The bed sides are neatly trimmed wood by Bed Wood and Parts.

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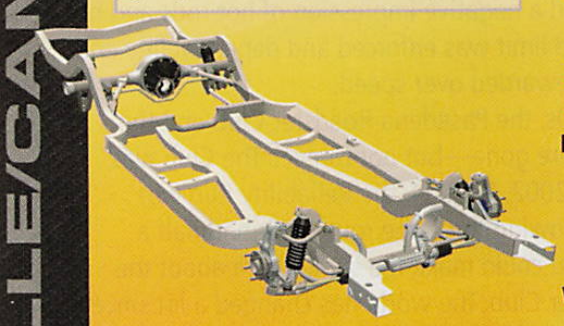

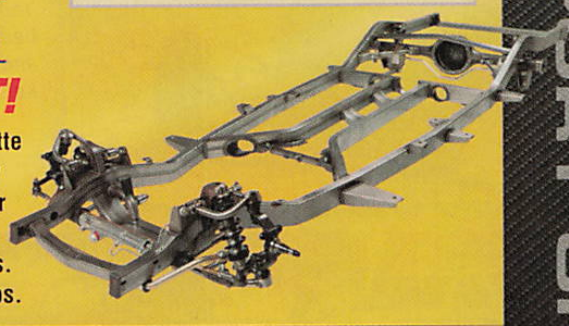

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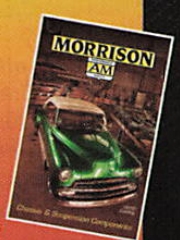

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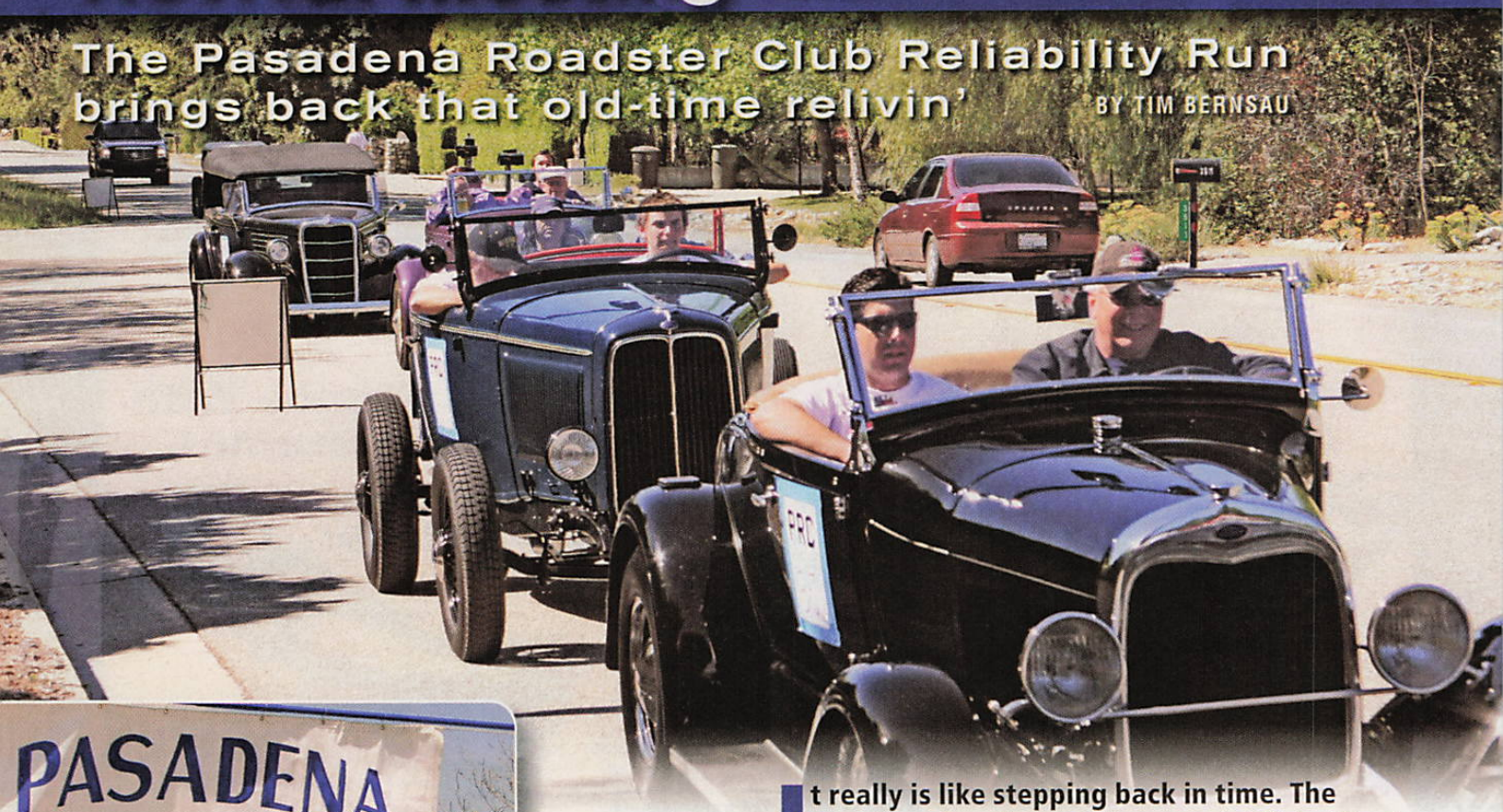
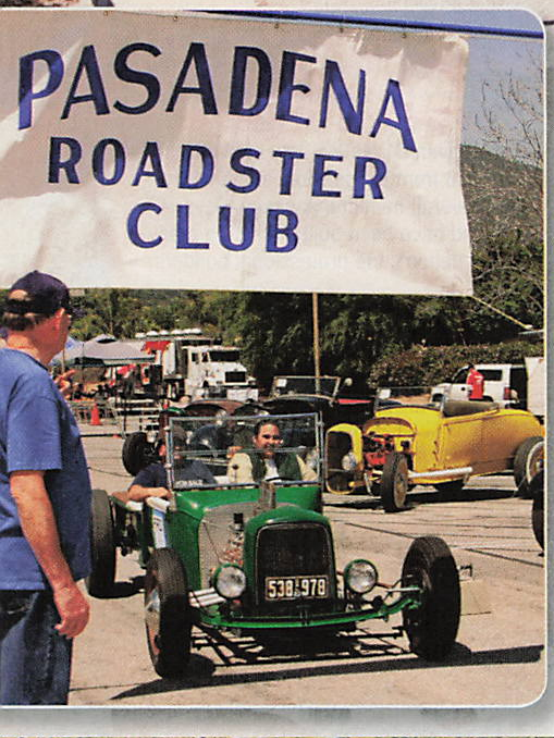
Revival Meeting

The Pasadena Roadster Club Reliability Run brings back that old-time relivin'

BY TIM BERNSAU





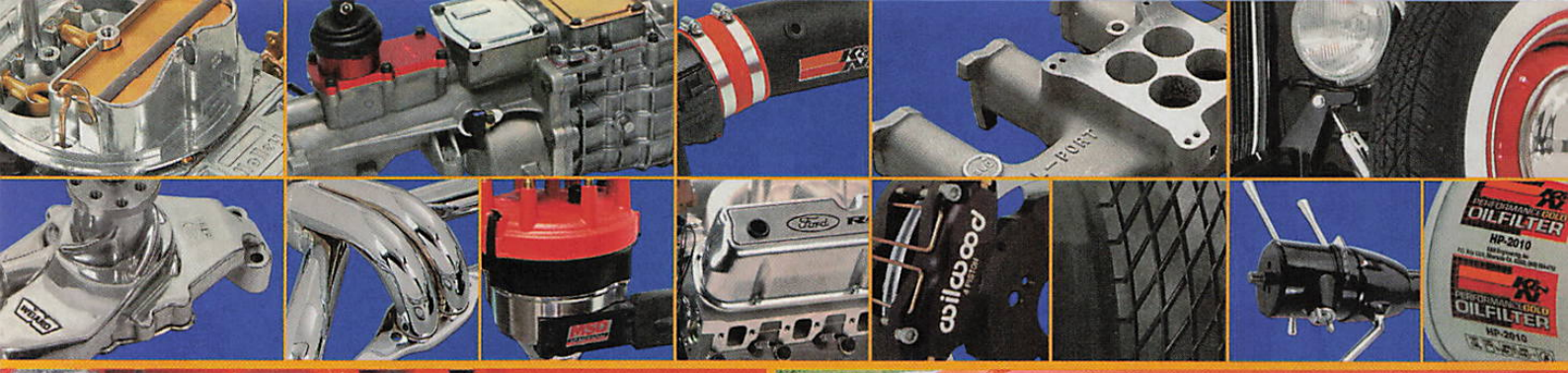
Ollin Trujillo rolls beneath the banner of the Pasadena Roadster Club in his '23 Model T roadster pickup. The '51 8BA Flathead runs a pair of 94s on an Edmund's manifold. The roadster rides on Z'd Model A 'rails. The Model A bed was shortened, and the wheels are Kelsey Hayes.

A few months after taking the Best Hot Rod award in the Suede Palace at the Grand National Roadster Show, Logan Davis was in Pasadena, CA, for this event. There's a Flathead powering the period-perfect '28, sitting on Deuce 'rails with a Deuce grille.

It really is like stepping back in time. The Pasadena Roadster Club was established back in 1945 when a couple of previous clubs, the Flyers and the Velociteers merged. The roots of those two clubs reach back into the '30s.

In 1947, the Pasadena Roadster Club held its very first Reliability Run. Those early runs started at the Rose Bowl and ended at the same spot after a 100-mile tour through the local mountains and desert that really did test the reliability of those early hot rods that participated. In order to keep things safe and promote a positive image in a community that may have had a negative impression of hot rods and hot rodders, the speed limit was enforced and dependability and driveability was rewarded over speed.

By the mid-'50s, the Pasadena Roadster Club and the Reliability Run were gone—but not forever. The Club was re-established in 2002. In 2004, the Reliability Run was brought back, following the same route as it had half a century earlier. You could make the same claim about the Pasadena Roadster Club. The world has changed a lot since the middle of the 20th century, and the hot rod hobby has changed with it, but the club works hard to preserve a little bit of the old days. Club members must have a traditional, original-bodied '36-and-earlier topless car, which could be a roadster, rpu, phaeton, touring, cabriolet, or modified, built with period parts. The Reliability Run is open to the public, but the participating cars must meet the same rules as club member vehicles, and the event is limited to 100 cars. The Rose Bowl is no longer the starting and finishing point, but for the most part, the '10 Reliability Run has changed very little from the '47 event, and participating in this revived historic event feels like crossing a bridge to the early days of hot rodding. SR



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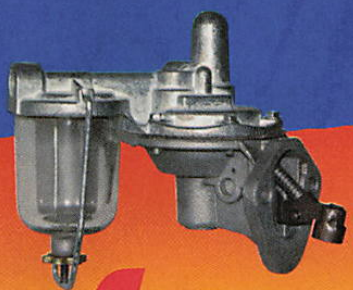

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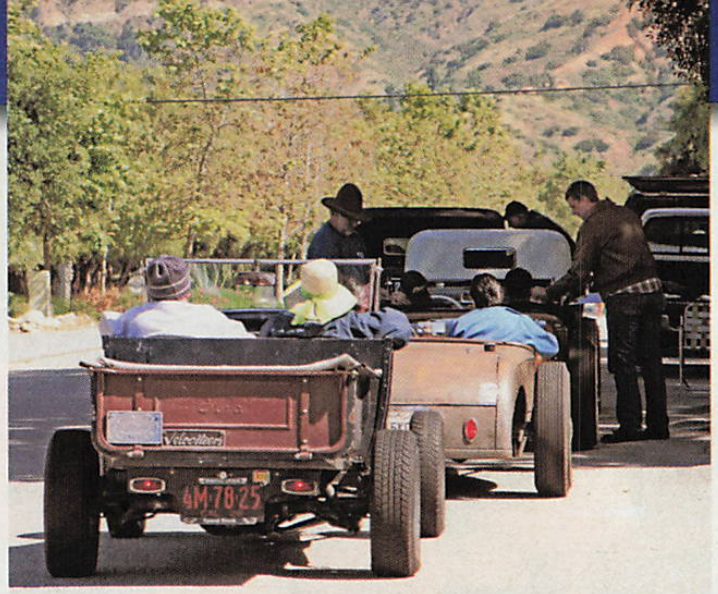
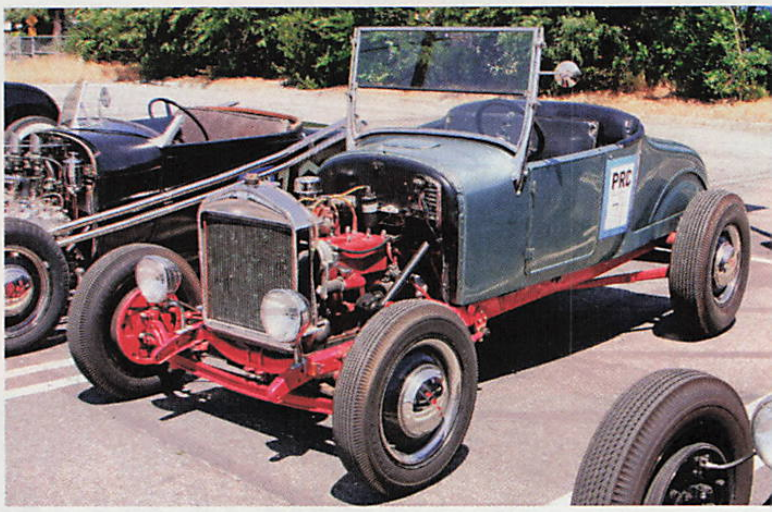


Just before heading up into the San Gabriel mountains, PRC member Richard Loe shares a few stories with Pete Eastwood (left) *about their years of hot rodding adventures.*

A couple of "late-model" roadsters pulling up to one of the check points along the Reliability Run route before heading for higher altitude. That blue '36 belongs to Jim Schield, who won an award for the Best Time.



We've met Phil Farber at the Santa Margarita Time Trials and again at the Reliability Run. His eye-catching roadster combines a '27 T body with '29 Model A 'rails and a '32 four-banger with a Winfield cylinder head.

Talk about perfect weather and scenery for cruising, Shane Donaghy knows all about it. His Model A roadster pickup sits high up on the axles, and features an un-dropped axle and Deuce grille shell.

This truck-grilled, Flathead-packed, homebuilt '29 lowboy is as hot rod as it gets. We caught up with the car and owner Frank Barone III at the first checkpoint on the run.

None of these traditional rods are set up as canyon carvers, but nobody cares. We drove up the road a few miles in time to see "Cigar Larry" McCullah coming through the curves in his beautiful '26 phaeton, pulled by a Riley four-port '32 'banger. At the end of the run, he won the Best Banger award.

Unfortunately builder and hot rodder Dave Enmark is no longer with us, but his wife, Mary, keeps the channeled '32 roadster on the road—where it belongs—as much as possible.

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Marshall Topping and his co-pilot were having a blast, not hard to do in Topping's cool black Deuce highboy.

Pasadena Roadster Club member Dan Murchey now drives the '32 roadster his father Gordon bought in the '40s. The '48 Merc-powered Deuce was restored about five years ago, maintaining the original body and 'rails, and the preserved look it's always worn.

Don Dillard doesn't miss many opportunities to drive his hot rods, so we weren't surprised to see the perfectly patina'd full-fendered Deuce rolling up to this checkpoint. The heritage on this roadster is long.

The Reliability Run is not just for roadsters but for any early open car, such as Robert Lomas' '34 phaeton. The car was saved out of Lomas' neighbor's garage, where it had been for 50 years. The brown lacquer was shot in 1966. He says the steel and wood are original.

The long-distance award, had there been one, probably would've been earned by Geoff Skene, who comes from Jackson, WY, to cruise his Army Drab Green, flathead-powered '32 roadster with the Southern California crowd.

John Martin was racing at El Mirage with his 'banger-powered '29 roadster back in the day. His son, Willie, built this highboy with a Riley four-port as a replica of the one his dad raced as a teenager, and is having just as much fun.

Bill Garnett describes his '29 roadster pickup as a "true traditional pre-war hot rod." He's owned it now for 45 years, and drives it all the time. The Flathead is a Weiand engine with a Burns intake manifold and a pair of Stromberg 81 carburetors.

Allen Brown has owned his '26 T with a suicide frontend, Mexican blanket interior, '39 transmission, and 8BA Flathead converted to center outlet heads for five years.

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Complete "bolt-on" rear disc kits for both Ford and Chevy rear axles. *Most Brake Kits - starting at $499/kit*

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Starting at $499/kit

MUSTANG II DISC BRAKE KIT
This new kit accepts commonly used Mustang II spindles or CPP's own forged alloy steel spindles. Available in 5 on 4-1/2 and 5 on 4-3/4.
Starting at $319/kit

CPP'S NEW BIG BRAKE KIT FOR MUSTANG II SPINDLES
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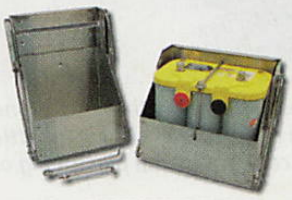

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Mount your battery on the frame or replace your existing frame mount battery box with one of our stainless steel battery drop out boxes.
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U-joints, floor plates & drops - starting at $49/kit

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Every rodder should use their car like Tom Branch uses his. Like many of the roadsters at this event, we've seen this gold '32 roadster with the soul of a Studebaker (the engine of one anyway) everywhere from on display at the Grand National Roadster Show to the pages of magazines to outdoor show 'n' shines to the dragstrip to passing us on the highway.

One of our other favorite '34s is Richard Lacy's less-shiny, open-wheel, bucket-seated roadster. Lacy's Merc-powered car was voted Best of Show in the Suede Palace at the Grand National Roadster Show in January.

The Best Roadster award was given to Rory Forbes. Open wheels, bomber buckets from a B-17, and a '49 Olds mill make this an out-of-the-ordinary '34 Ford. Forbes was there with his dad, Ray, who told us the car was three weeks old.

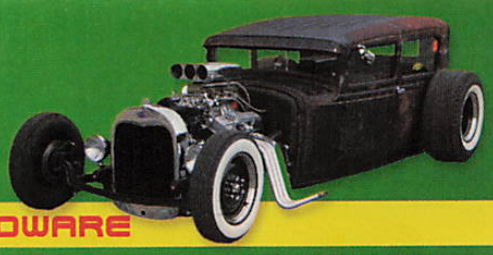
Timothy Cicora came back from the run (which is also a poker run) with the best hand of the day. His '28 Model A, built carefully to emulate the look of a '40s-era hot rod, features a four-banger with Winfield heads, and a lot of other period details.

Back up at the checkpoint, Dan Bridges pulled up with his two-tone '27 Model T roadster pickup, featuring bomber buckets, big 'n' littles, split 'bones, 'banger motor, and some cool traditional pinstriping on the '32 grille shell.

The Eddie Meyer Flathead and impressive pipes, plus a Deuce grille and 'rails, set apart Billy Crewl's '29 Model A highboy, built as a tribute to, and replica of, the hot rod raced by legendary dry lakes racer Jack Calori back in the '40s.

In 1931, Mike Martinez's grandfather bought this roadster pickup brand new. Of course, it wasn't running a Buick V-6, five-speed, or quick-change rear at the time. Martinez has owned the rpu since 1953 and has had it all over the place.

Carolina Custom



HINGES, LATCHES, SAFETY PINS AND RELATED HARDWARE

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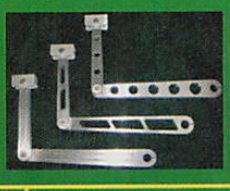
100# kit for average trunks. . $349.95
200# kit for heavy trunks. . . $389.95



Now available with a choice of arms: round hole, ball mill lines or windows

3 PIECE HOOD, HINGE AND LATCH KITS

Our double/triple opening kit is CNC machined from aluminum and stainless steel and allows the hood to be opened from the left, right or to be taken completely off. Kits available for steel and fiberglass hoods...not a universal kit! All kits include stainless steel hood props at no additional cost.

Aluminum triple opening kit. $369.95
Steel single opening kit. $309.95

NSRA Best Product 1994

TRUNK HINGES

Available in steel or aluminum. These are machined from plate, not cast. No visible welds. Kit comes with 40" mounting bar and hardware.

Steel hinges only. $79.95
Steel complete kit. $109.95
Aluminum hinges only. . $129.95
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HOOD BRACE KIT

30-35 Ford
34-35 Chevy

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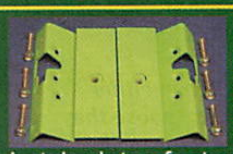

LATCH INSTALL KIT

Latch installation is now a snap! Our kit includes door section mounting plates and striker bolt floating nut plates with stainless latch screws. Latch plates feature die stamped screw head bosses to recess the screws for more clearance. Kits available for large, small and locking latches.

Kit for two doors. $55.00
Kit when purchased with latches. $50.00
Kit when purchased with hinge and latch combo. . .$45.00

HOOD TOP ONLY LATCH KIT

If you're not running hood sides, this is your latch. Installs up under the hood, out of sight. Hood easily snaps in place.

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Suicide door safety pin kits are a necessity for safety on cars with suicide doors. They easily install with two screws. The body is machined aluminum with stainless steel slide pin and knob shaft. Kits include plastic snap in dress bushings for door jams, stainless steel screws and instructions. Black knobs included.

Satin Aluminum Knobs $25
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Manual kit . . . .$64.95 Power kit. . . .$114.95

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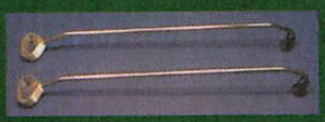

Great item for holding doors open at car shows...**$59.95**

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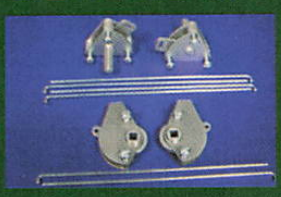
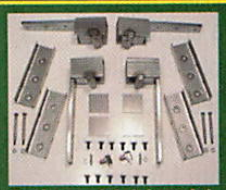
Stainless steel strikers 1/2, 9/16, 11/16. . **$39.95 pair**

EZ DOOR HANDLE INSTALL KIT

Easily install door handles when using bearclaw latches. Inside kits are square for Ford / Mopar, spline for GM. Outside kits for square shank shafts.

Inside $59.95 Outside $59.95





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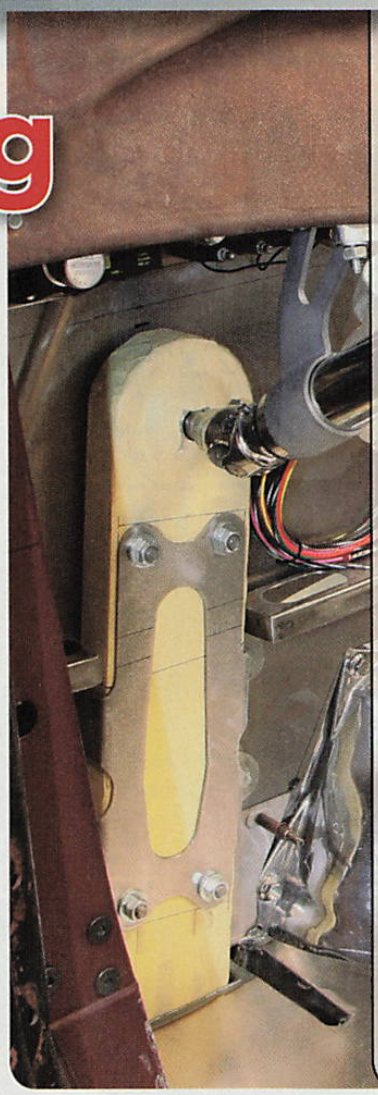
BY TIM BERNSAU | timothy.bernsau@sorc.com | PHOTOGRAPHY BY BRIAN BRENNAN

Steering Turns a Corner

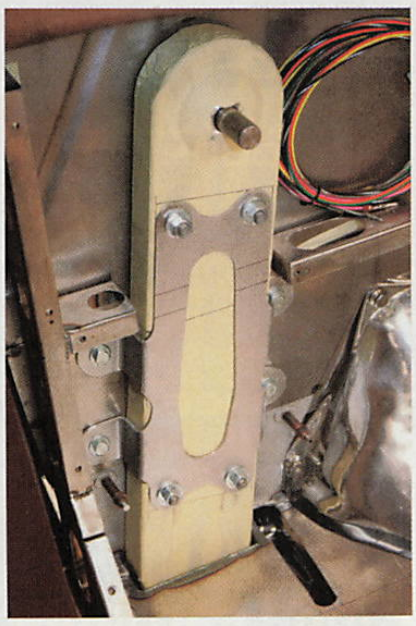
Improving street rod steering wheel position



The Steer Clear aluminum housing is available in either a brushed or polished finish. Many customers choose the third option of painting the housing to complement the engine compartment or interior; it can be mounted on either side of the firewall.

There must be a thousand different definitions of "hot rod" and probably 100,000 different opinions about which definition is the most accurate. One definition that is indistinct enough to satisfy almost everyone is "an early American automobile that has been modified for performance." Fifty years ago, when the majority of people building hot rods were young guys, the performance modifications being made to hot rods were almost exclusively in the area of increased acceleration and speed. Nowadays, the hot rod hobby includes at least as many old-timers as young-timers and the concept of "performance" is as expandable as the waistband of our comfort-fit jeans.

Acceleration and speed are still priorities, but they've been joined by other considerations, including ergonomics. Comfort is important, especially as more hot rodders are building their rods for long-distance road trips. Legroom, supportive seats, A/C, and other comfort-oriented modifications have become part of the performance equation.



The steering column will attach to the input shaft at the upper end of the Steer Clear aluminum housing. At the lower end, the output shaft extends through the firewall into the engine compartment. The shafts are welded to upper and lower 21-tooth sprockets connected by a single-strand, continuous chain.

Repositioning the steering wheel and column is a good way to gain some legroom and improve driving position, especially in early cars where the wheel was originally positioned more horizontally and the column went through the floor—but running the column through the firewall means running into all kinds of obstacles inside the engine compartment.

David O'Connor, owner of Wizard Fabrication, has the solution to the problem: an offset steering coupler consisting of upper and lower sprockets, shafts, bearings, tensioner glides, and a drive chain, protected by an aluminum housing case.

The first time we ever saw the Steer Clear steering system it was a prototype. The product had just debuted at the '05 SEMA Show and had only been installed on a handful of hot rods. Now hundreds of cars are running Steer Clear systems.

We recently photographed this Steer Clear system at Hot Rods By Dean where it was being installed on a customer's '32 sedan, where the Hemi engine almost completely filled the engine compartment. It would've been difficult to navigate a conventional steering system through the limited remaining space, but there was just enough room for the Steer Clear. SR

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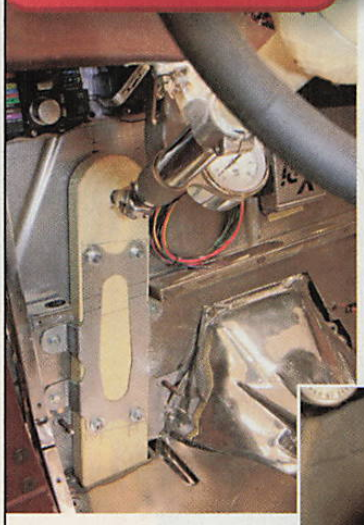
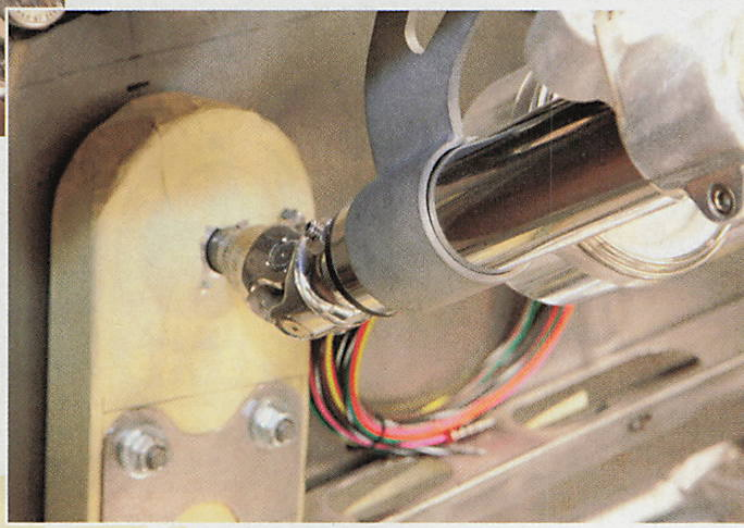
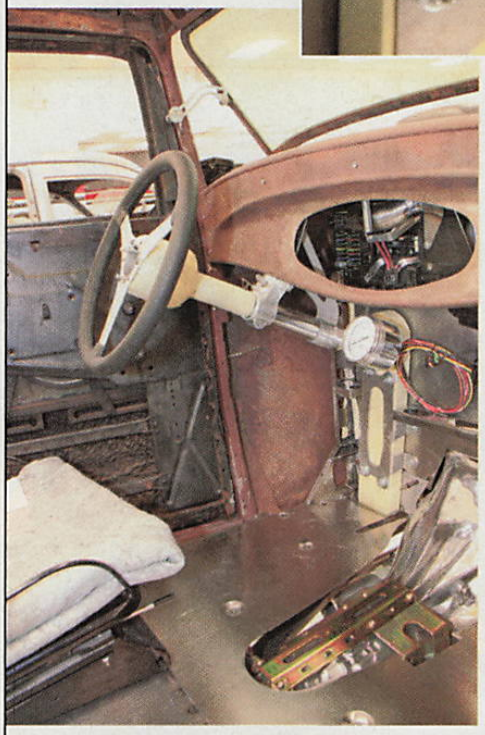


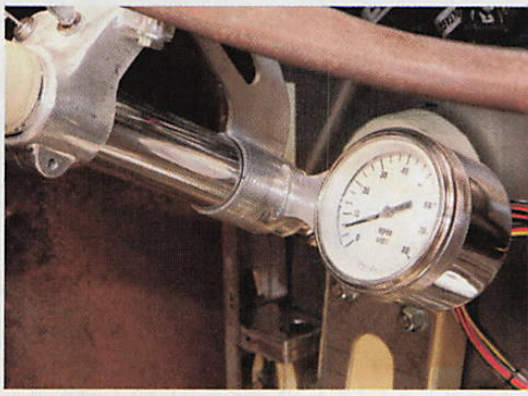
This Steer Clear can be mounted on either side of the firewall, and can be hidden out of sight, or shown off. We've seen the elongated aluminum cases dressed up with paint and pinstriping. This system, like most applications we've seen, is mounted vertically, but if necessary, it could be mounted at an angle, depending on the proper position of the steering wheel and the point where the lower shaft needs to extend through the firewall.



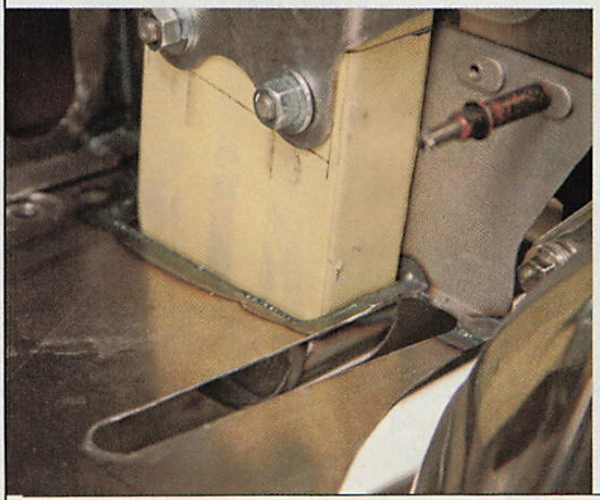
The steering column attaches with U-joints to the 3/4-inch, 36-splined input shaft at the upper end of the unit. The lower shaft is the same size.



Take a look at the improved angle of the steering wheel and the improved position of the column. The wheel is in a better, more comfortable position and the column is away from the driver's feet.



The more horizontal angle allowed Hot Rods By Dean to mount this tachometer at a visible location on the column.



On this application, the steering system extends below the floor. Wizard Fabrication manufactures the Steer Clear in five standard lengths:
12 inches (8 inches shaft to shaft)
14 inches (10 inches shaft to shaft)
16 inches (12 inches shaft to shaft)
18 inches (14 inches shaft to shaft)
20 inches (16 inches shaft to shaft)
Custom lengths can be special ordered. Each case measures 4-1/4 inches in width and is only 1-1/2 inches deep.

SAFETY FIRST

When we spoke to David O'Connor about the unconventional steering system, we raised the issue of safety, particularly regarding chain-drive failure. We learned that the systems are extensively and constantly tested, and no wear has been discovered. Test units have undergone more than nine million revolutions at 1,500 rpm (can you steer like that?) with no negative effect. In real-world usage, the forces applied to the Steer Clear are so minimal that the tolerance of the parts far exceeds any forces that would ever be put into them. The riveted steel roller chain is continuous with no master link and is preloaded to help eliminate initial elongation. It is capable of handling 2,400 pounds of pressure. Real-world testing has been provided by Steer Clear–equipped cars competing at Speed Week in Bonneville, off-road race trucks, and other race vehicles. In addition, the sealed aluminum case keeps out dirt or any external particles that could jam the chain. Four tensioning guides inside the case are preset to control backlash. The product is delivered with the tensioners set, and the customer will never need to adjust it.

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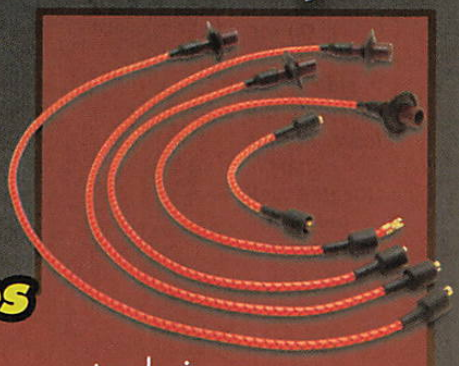

Spark Plug Wires
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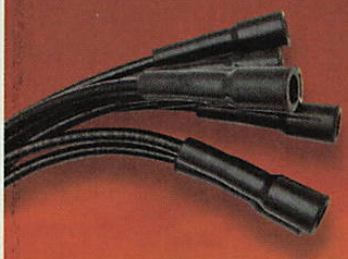

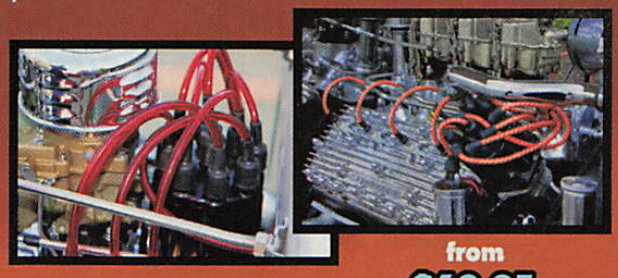

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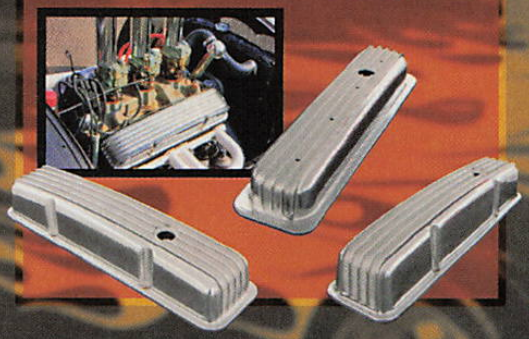

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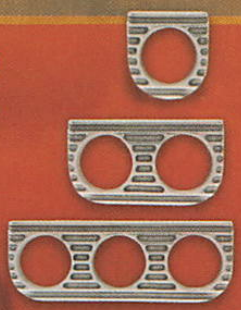

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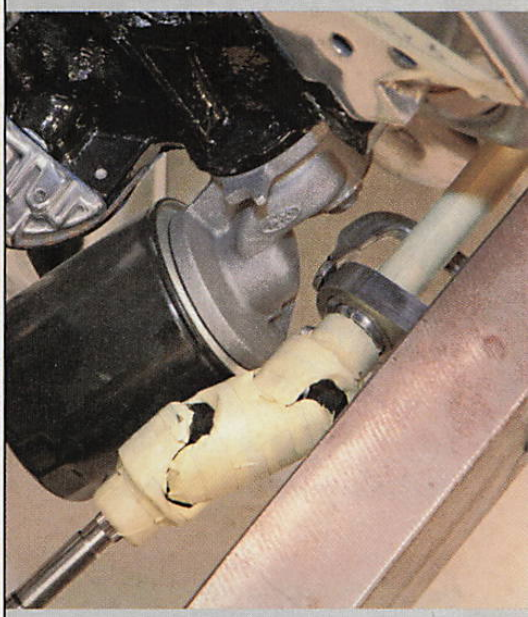
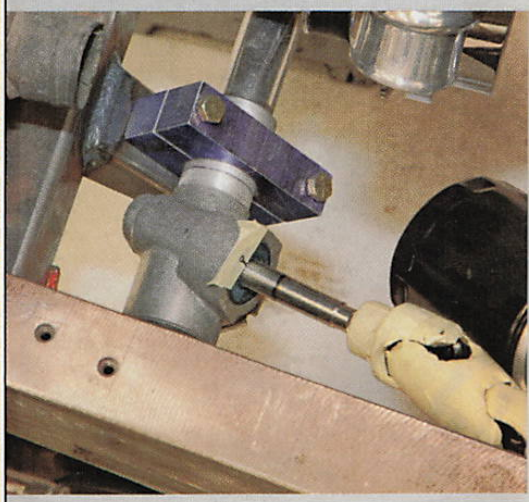
On the engine side of the firewall, the lower output shaft is located well below the engine.

The Hemi motor in this '32 Ford didn't leave much room for steering, but even in these tight quarters, it took only a few U-joints to thread the steering shaft from the Steer Clear output shaft to the steering box, avoiding the engine, headers, suspension components, and other obstacles without any extreme angle changes.





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Mike Richards' Dearborn Deuce convertible, built by Hot Rods & Custom Stuff, also utilizes Steer Clear. The car was featured in the Dec. '07 issue of STREET RODDER. *Photo by Randy Lorentzen.*

Steer Clear is showing up on all kinds of top shelf hot rods from racers to Grand National Roadster Show entrants. Todd Stevens' Hemi-powered '32 roadster, built at Squeeg's Kustoms, was a contender for the America's Most Beautiful Roadster award at the '10 Grand National Roadster Show, and is equipped with a Steer Clear system. Look closely at the engine photo below and you can see the lower shaft coming through the lower firewall behind the headers (arrow).

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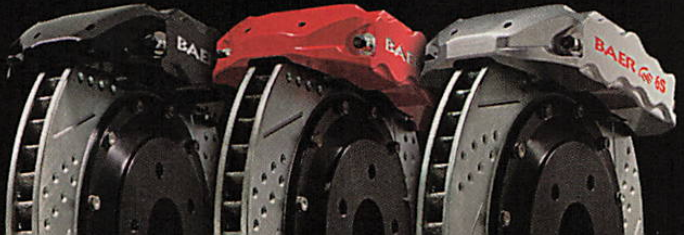

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Brown's Garage

TIM BROWN'S T MODIFIED

BY ERIC GEISERT

Old-timey pinstriping was laid down by Mark Lueck. The flip-top gas filler cap connects to a 12-gallon polyethylene tank behind the bench seat.

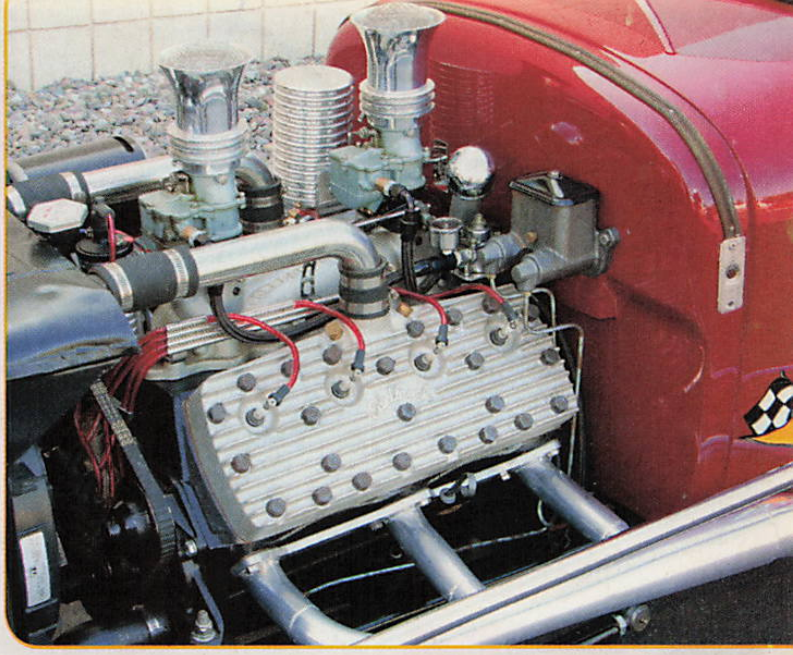
Most folks can remember when something big happened in their life, but sometimes those imprinted moments can be with you for longer than you can remember. For 47-year-old Tim Brown, from El Cajon, California, he can't remember a time when he wasn't around old Fords. His dad, Ed, was into Model Ts and Model As, and he'd take young Tim to swap meets looking for vintage car parts. This was in the time well before craigslist (or even the computer age), back when you had to have blind luck in stumbling across some parts laid out on the ground at a football stadium parking lot some Sunday morning.

Though Tim went through a Volkswagen phase earlier in life (that included raising, lowering, and restoring them), it wasn't until he started hanging out at the local Goodguys Show in Del Mar, California, that he got the itch to build a hot rod. Tim thought starting off with a '32 would be nice, but he liked dirt racing, too, so combining the dirt aspect with hot rods yielded a specialized hot rod: a dirt track–inspired '27 Ford Modified.

Almost three decades ago Ed sold all of his Model Ts to finance the restoration of his '30 roadster, and the only T-related parts he kept were a set of old, purple-tinted headlight lenses. The vintage lenses were the inspiration Tim was looking for, and he decided to build his T the way a kid might have long ago. The pair found a '27 roadster that was already built as a base to work from, but its look was basic and without much imagination.

The pair tore into the car and took it down to the frame to begin its rebirth. There was a list of "must-have" parts, including a healthy Flathead, a quick-change rear, and, as Tim's transmission guy, Jim Rupe, told him: "Ya gotta run a '39 Lincoln Zephyr trans in the car for a true old-school look." Tim then set about getting those items and more.

The chassis started with a handmade 2x3 box frame, powdercoated at ECP Powder Coating in El Cajon, California, and set up on a 115-inch wheelbase. Tim's brother, Phil, helped out when it came to the rear suspension, a Winters quick-change (4.85:1) was located and installed along with a pair of QA1 coilover shocks. Up front a '47 I-beam, dropped 4 inches, was used, as were '47 Ford backing plates and '61 Buick drums. Both the front and rear received radius rods that were modified '47 Ford units, and a 12-gallon polyethylene gas tank was added to the frame just forward of the rearend. Each corner got Ford spoke wheels (16-inch up front, 15-inch out back); the 16s were wrapped in 5.00 Firestone ribbed tires while the backs were shod in P23575R15s.



One of the best things about having a Flathead in a hot rod is the sound it makes at idle or up on the rpm—it's so much better than a pushrod V-8! Tim had Mike Herman at H&H Flathead Motors in La Cresenta, CA, go through and assemble this 258-inch 59AB engine. Ross Pistons, a 3.75-inch Ford crank, Manley valves, Isky 185 springs, and stock rods make up the internals. Up top twin Stromberg 97s bolt to an Edelbrock Super Dual intake feeds the flattie while Edelbrock heads (8:1), a PowerGen alternator (that looks like a generator), and Lakes-style headers round out the engine's parts list.

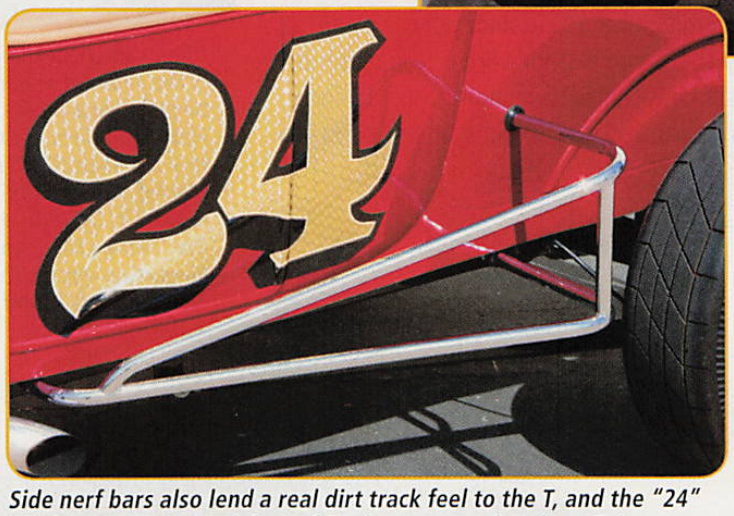
Mike Herman at H&H Flathead Motors in La Cresenta, California, was given the task of breathing life into the project in the form of a stout Flathead V-8, and he assembled a 258 incher from a 59AB block. A 3.75-inch crank and Ross pistons were used, as were Manley valves and Isky 185 springs. Feeding the motor are a pair of Stromberg 97 carbs atop an Edelbrock Super Dual intake, and Edelbrock was also tapped for the heads, which feature Rajah ends on red spark plug wires. Other engine goodies include a four-core radiator that was cut down to fit in the track nose and Lakes-style headers.

The body to the project is a 'glass unit from Speedway Motors, though the aluminum hood was rolled at Direct Sheet Metal in El Cajon. Best Auto Body & Painting (also in

Perhaps a bit overstuffed to be a true racer, but you have to be comfortable, right? Mike Jones at El Cajon Auto Trim not only built the bench seat but also covered it with tan Naugahyde. Stewart Warner wings gauges are used up on the dash while a swan-style Gennie Shifter connects to a '39 Lincoln Zephyr box, modified by Jim Rupe at Vintage Gears in El Cajon, CA.

The rear bumper looks like it came off a '40s-era racer. Taillights are '39 Ford while underneath you can spy the Winter's V-8 quick-change rearend. Less noticeable are the QA1 coilover shocks.

A four-core radiator was cut down to fit in the small track nose. The grille guard gives the Modified a vintage look while protecting the nose at the same time.



Side nerf bars also lend a real dirt track feel to the T, and the "24" on the side is the birthdate of Tim's youngest daughter, Brittany. The front, rear, and side nerf bars were all handmade.

El Cajon) painted the roadster a shade of Cabernet, which was soon followed by graphics and pinstriping from Mark Lueck. The headlights (with those purple lenses) were fitted to original '27 buckets that were modified to use halogen bulbs, and out back '39 Ford taillights were installed.

Inside the cockpit a '39 DeLuxe banjo-type wheel features a pad/cushion (just like in the early dirt track cars) and four Stewart Warner gauges were set into an aluminum dash insert. Mike Jones at El Cajon Auto Trim built the bench seat before covering it and the rest of the interior with tan Naugahyde.

With the two-and-a-half-year, father-son project now complete, the Browns debuted the roadster at the Goodguys Del Mar show in 2008 where it won the Real McCoy award; in 2009, the pair won a Timberland Homebuilt award with it. The following year, Tim received a *STREET RODDER* Top 100 award, and is currently in the running for the magazine's Street Rod of the Year competition (see www.streetrodderweb.com for more on the contest). But more than the awards, the car represents the quality time Tim and his dad had together building the car—something no car show plaque will ever top. SR

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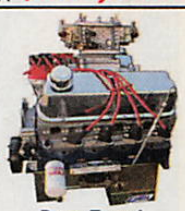

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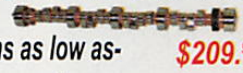

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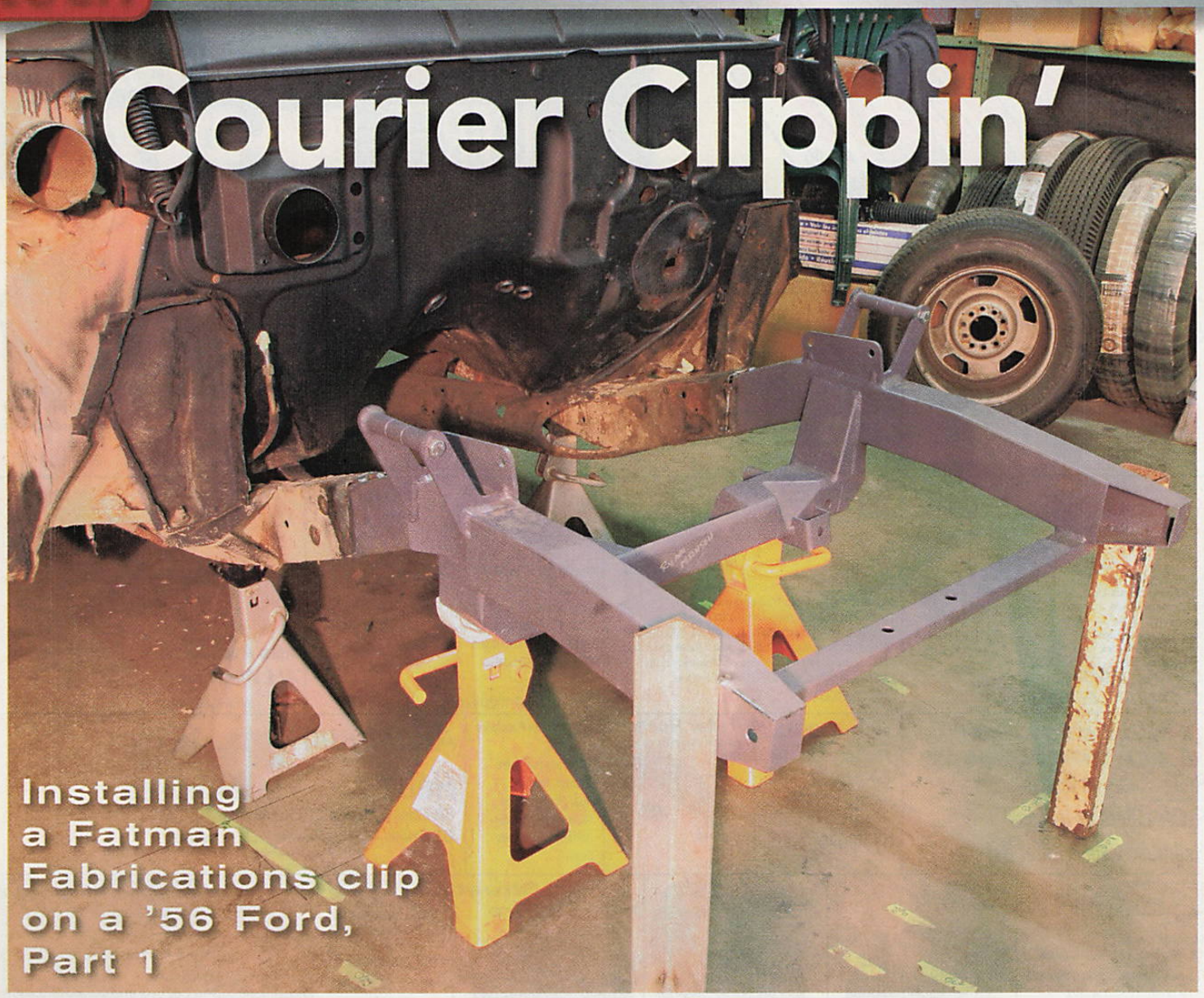

Installing a Fatman Fabrications clip on a '56 Ford, Part 1

One of the drawbacks many of the full-size passenger car makes from the late '40s to the early '60s suffer from is that those boys in Detroit were still trying to perfect the independent suspension design. While at first it seems like something that wouldn't necessitate an upgrade, "Can't we just bolt on some dropped spindles and disc brakes?", one soon realizes that many of the frame designs of that era just don't live up to the modern amenities we now take for granted.

While it is possible for many models to accept bolt-on upgrades, oftentimes it leaves other areas of the performance genre high and dry. We ran into this problem when it came to the front suspension of our '56 Ford Courier project. While it shares, for all intents and purposes, the same chassis as its two-door sedan brethren, more importantly it suffers from what many of the makes of the '50s suffer from: frame-integrated coil spring pockets and a poorly designed control arm setup. This translates into an aftermarket dry of upgradable control arms, which means you're stuck with whatever performance the old bird can produce. Of course, that doesn't hold up these days.

Luckily, Fatman Fabrications has come up with a solution for many of these old steeds that solves not one, but three or four birds with one stone. What they offer is a frame stub that replaces the stock suspension components as well as the old box steering and cleans up the entire front frame section nicely. But installing a frame stub is inherently more complicated than the more common crossmember-style upgrades common amongst straight axle-equipped cars and trucks. As one could image, cutting off the front of the frame yields many more problems than just trimming some sheetmetal away and replacing it. The whole front sheetmetal relies on the careful placement of the support holes on the chassis and when they're removed, the whole skin is hangin' in the breeze.

That said, we're gonna walk you through the first half of installing a Fatman stub, right up to the do-or-die point where the frame is whacked off at the firewall. Next month, we'll come back and finish up the job, but for now, take a look at the first part, arguably the most important, where the careful measurements are made and all the preparation is done to yield a new stub where everything bolts back up correctly. SR

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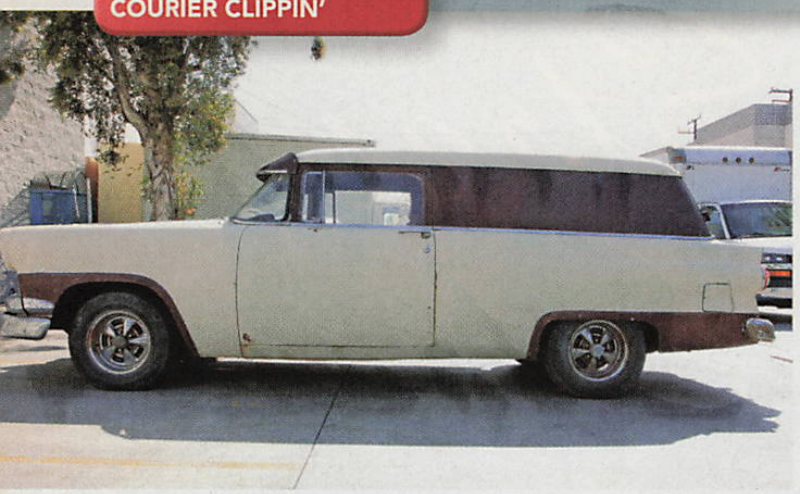
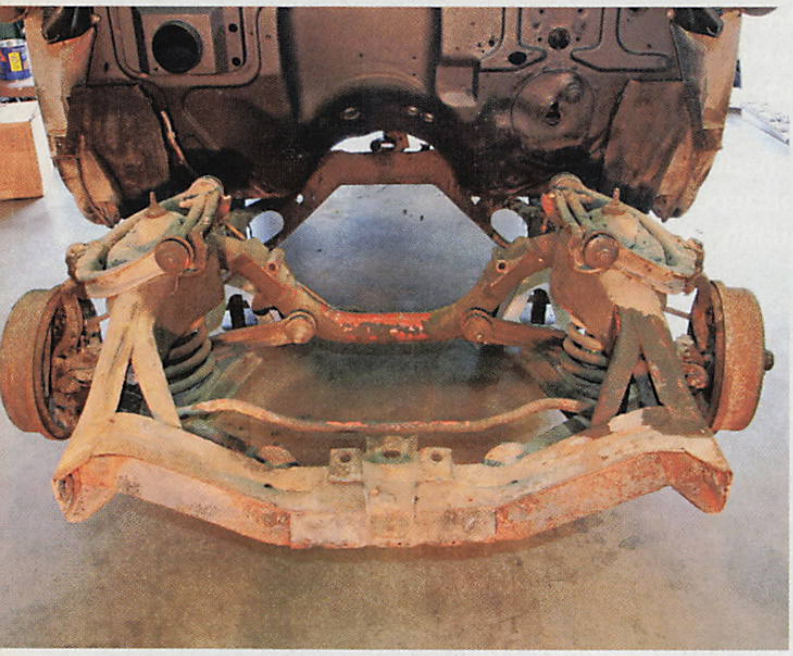
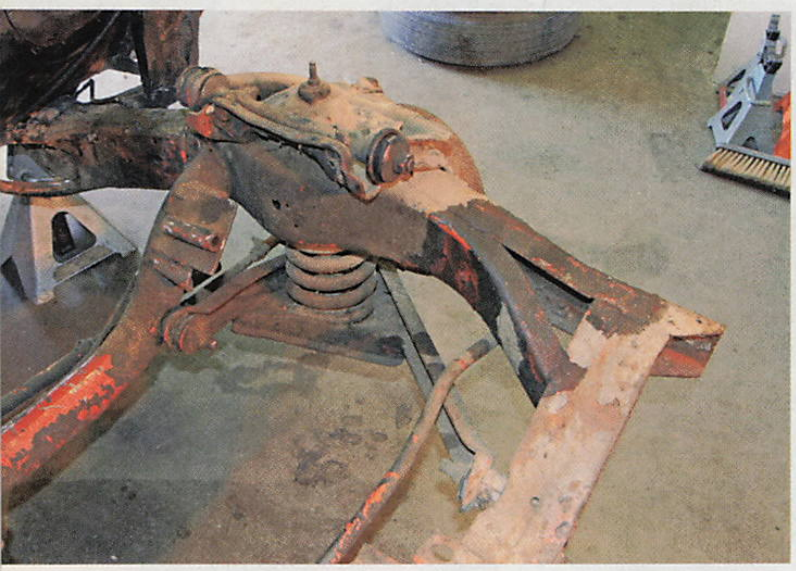


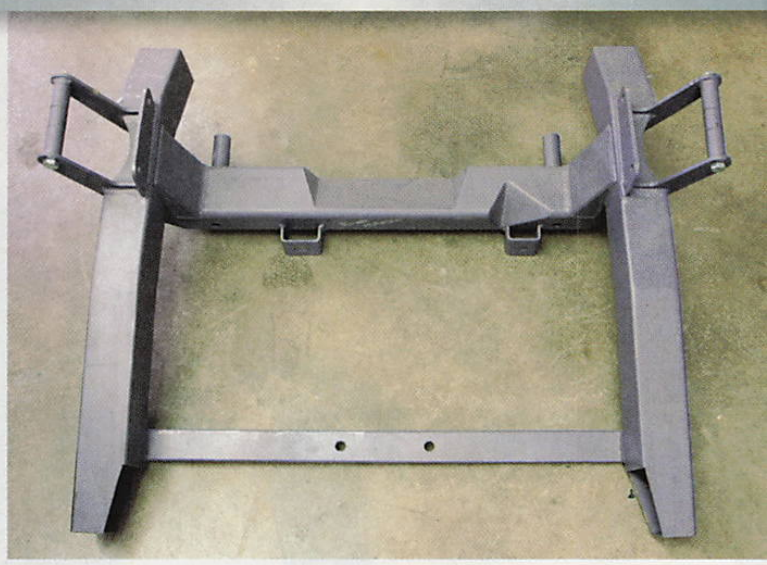
Here's the wagon in its stock guise; not a real attractive stance. Not to mention the paint and wheel combo, but first thing's first.



The stock front suspension design on the Fords yield a few problems for those desiring more when it comes to performance and overall handling. Also note the aforementioned coil spring pockets that are incorporated into the framerails making a simple crossmember-type IFS install extremely hard, if not impossible.



Notice how long the lower control arms are. Replacing the control arms themselves would cause an engineering headache in that the length would result in unwanted deflection, yielding less than optimal suspension performance, another reason a frame stub is necessary.



Here's the solution Fatman Fabrications came up with: a complete IFS stub that replaces the antiquated suspension and steering of the old Ford. Notice the radiator core support boltholes? These will play an important role a little later.

First up, we need to get the Ford on some jackstands and get it sitting nice and level.

It's important to make sure the chassis is level, side to side, in a number of different locations, as well as front to rear. We used shims on the jackstands to get it perfect and note that they are behind the firewall as the frame from the firewall forward will be removed.

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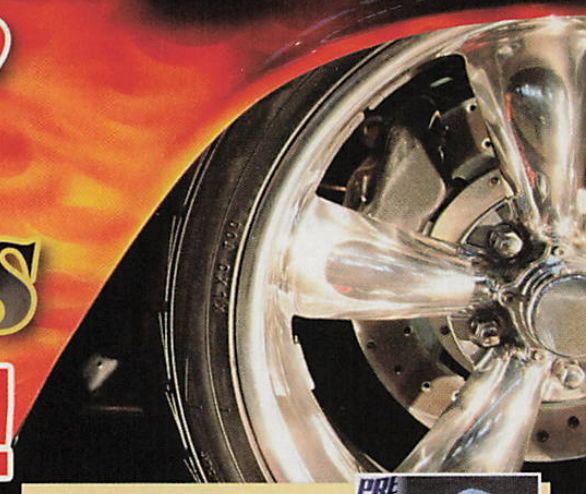

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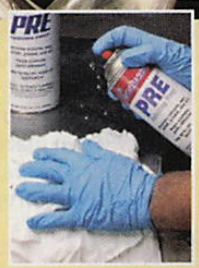

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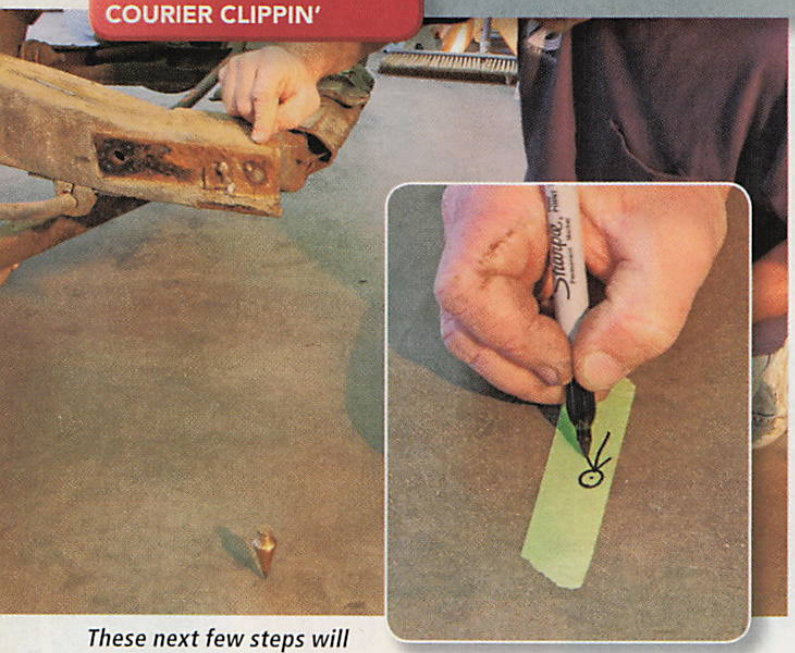
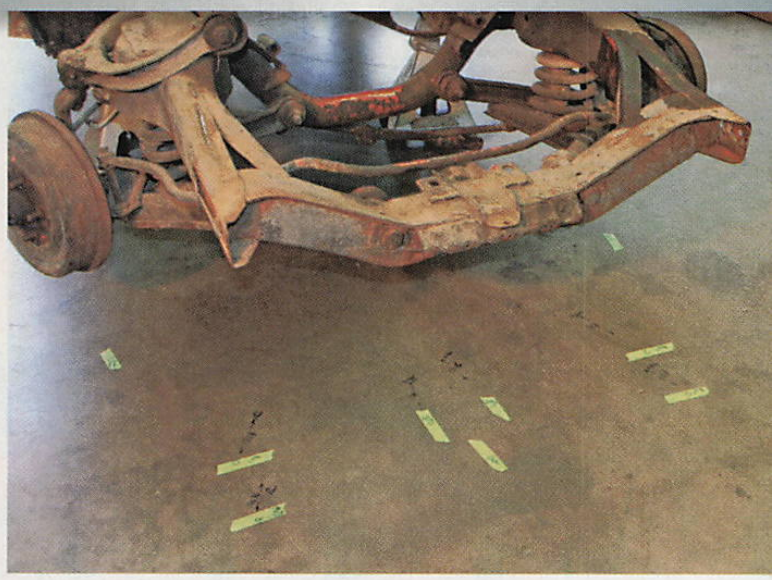


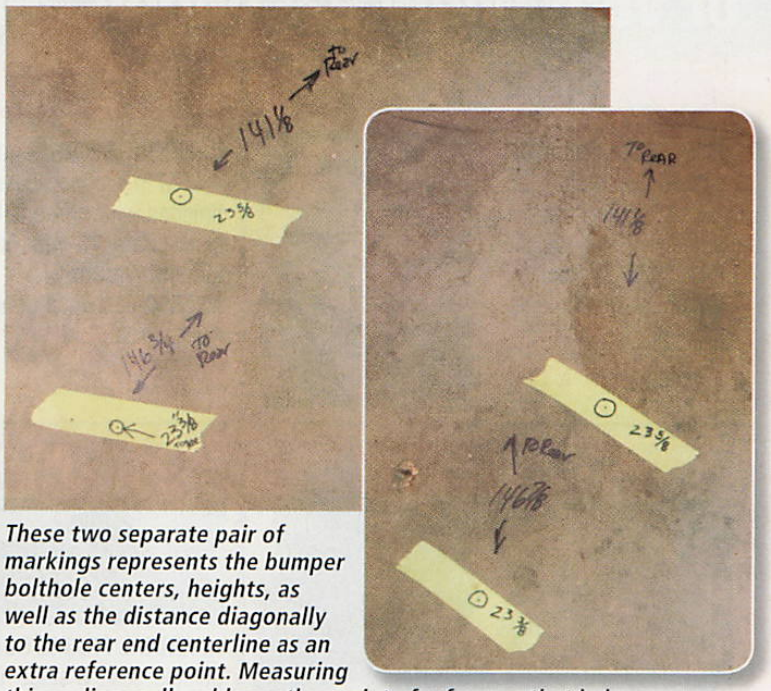
These next few steps will make or break the install. One foul move and you'll be cursing everything around you as nothing will line up once the stub is welded in place. First, the bumper boltholes and radiator core support on the stock frame are marked onto the shop floor using a plumb bob dropped through the center of each hole.

The height of each mark is also recorded from the ground to the center of the bolthole.

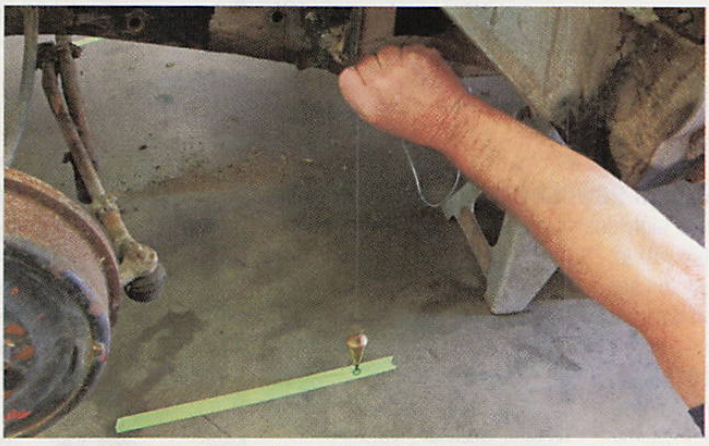
The axle centerline is also recorded using a plumb bob hung from the center of each kingpin. Due to alignment issues, these two measurements can be averaged, although you still want to get them as close as possible to the actual reading.



The green pieces of tape contain all our measurements and plumb bob locations. We chose to go this route as we thought the ink on the shop floor wouldn't last the few days it was going to take to complete the install. While it was a good idea in theory, it did prove, as the tape didn't want to stick to the floor any better than the ink would have by the third day. That's what we get for thinkin'!



These two separate pair of markings represents the bumper bolthole centers, heights, as well as the distance diagonally to the rear end centerline as an extra reference point. Measuring things diagonally adds another point of reference that helps maintain a square relationship to the existing chassis components.



To mark the embarkation line where the front frame portion will be excised from the rest of the chassis, we took another plumb bob reading from the front body mount bolthole.

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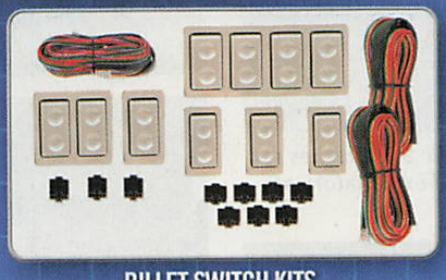

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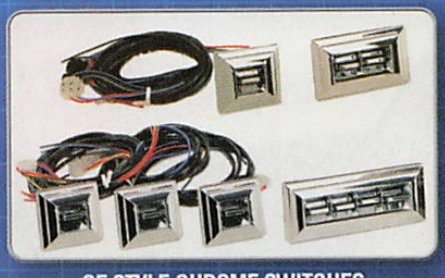

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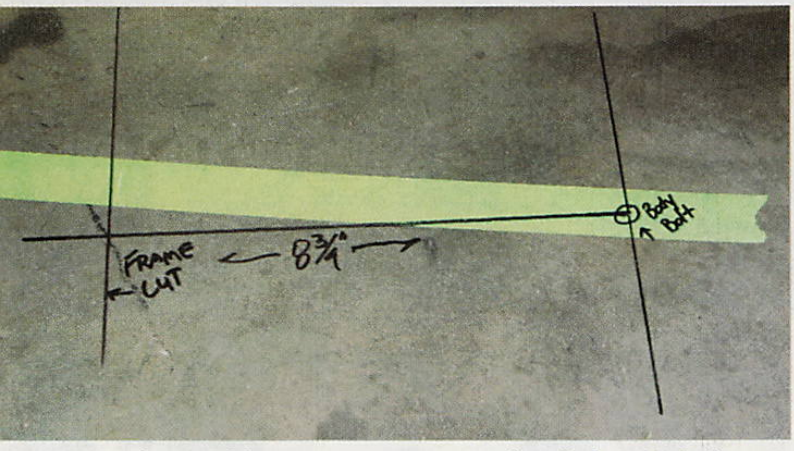
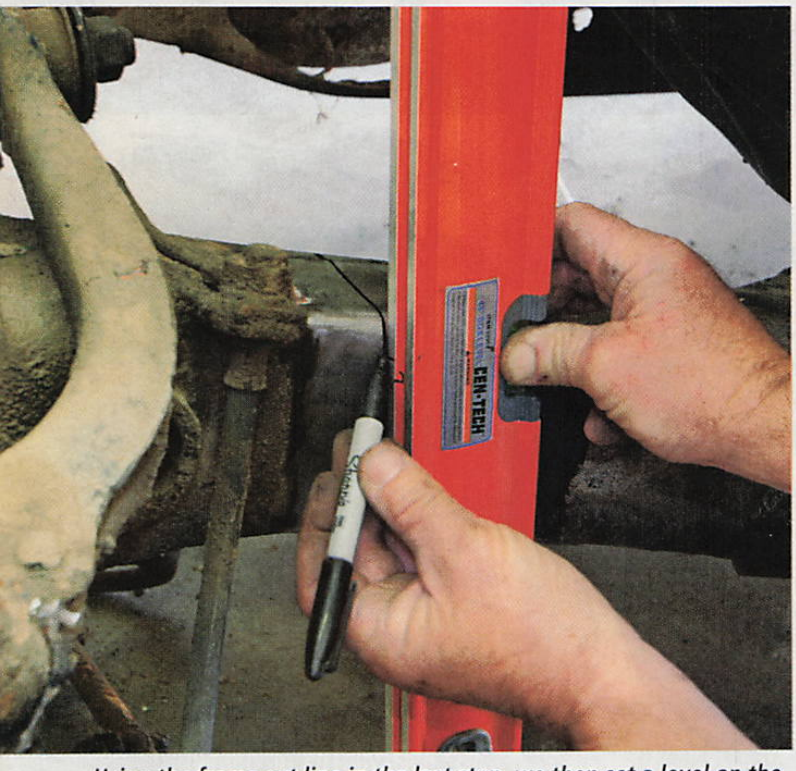
Here's where things get a bit confusing. In order to mark the chassis the prescribed 8-3/4 inches ahead of the front body mount bolthole, we found it more accurate to use the floor as our template and translate those measurements to the chassis. The curvature of the framerail ahead of the body mount is the reason for this. First, we used the two plumb bob readings marked down from the last step and drew a line through each mark; this gives us a nice square line from which to reference.

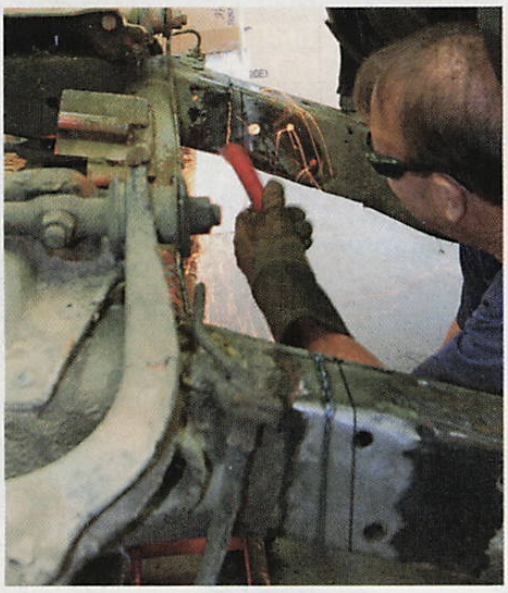


We then used the square to measure and mark the 8-3/4 inches set by Fatman's instructions. The image is pretty self explanatory at this step.

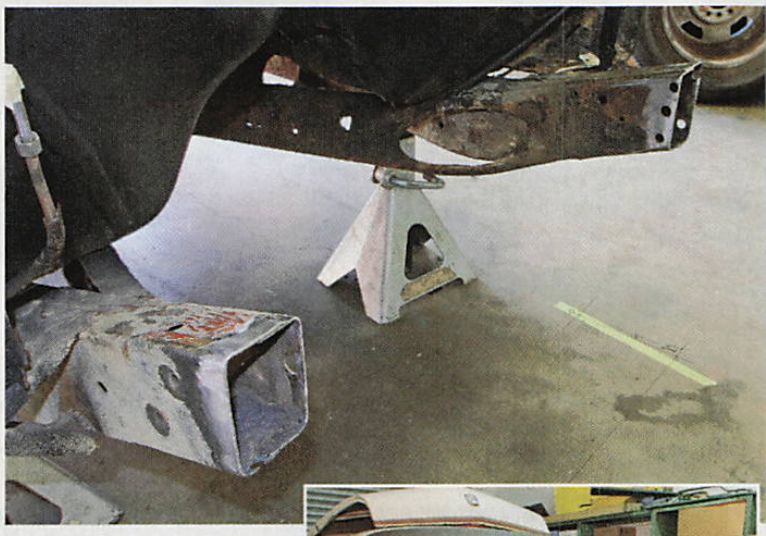


Using the frame cut line in the last step, we then set a level on the floor and marked our cutting line perpendicular to the ground, making it a perfect 8-3/4 inches from the body mount.

The frame cut line was drawn across all four sides of the framerail before taking out HTP plasma cutter from the frame.



To be on the safe side, we cut the front section off slightly ahead of the line to allow it to be removed and placed out of the way.



Then with plenty of room to work, we carefully cleaned up the cut right to the line.

At this point it really sets in what's been done; there's no going back now! Stay tuned next month when we attach the Fatman Fabrications frame stub and suspension components.

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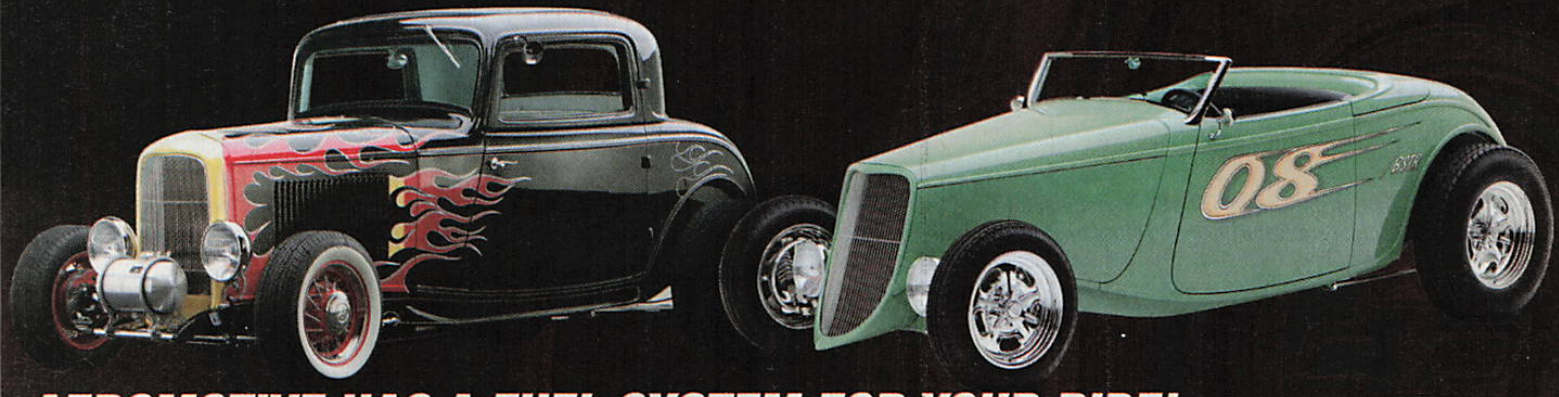

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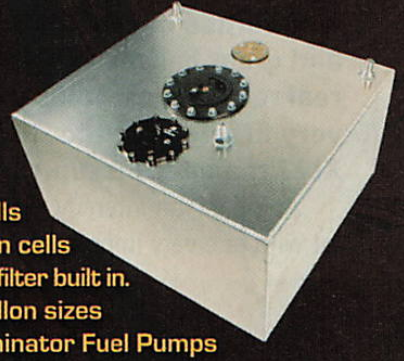

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The 2010 AMSOIL/STREET RODDER Road Tour Leg 1

BY JERRY DIXEY

Tom Joseph and the crew at Southern Rods and Parts hosted the kick-off party for the Cruise to Ocean City Tour. Many local street rodders joined for some great barbecue and the excitement built as the delivery of the '10 Road Tour Shadow Rods XL27 roadster pickup approached.

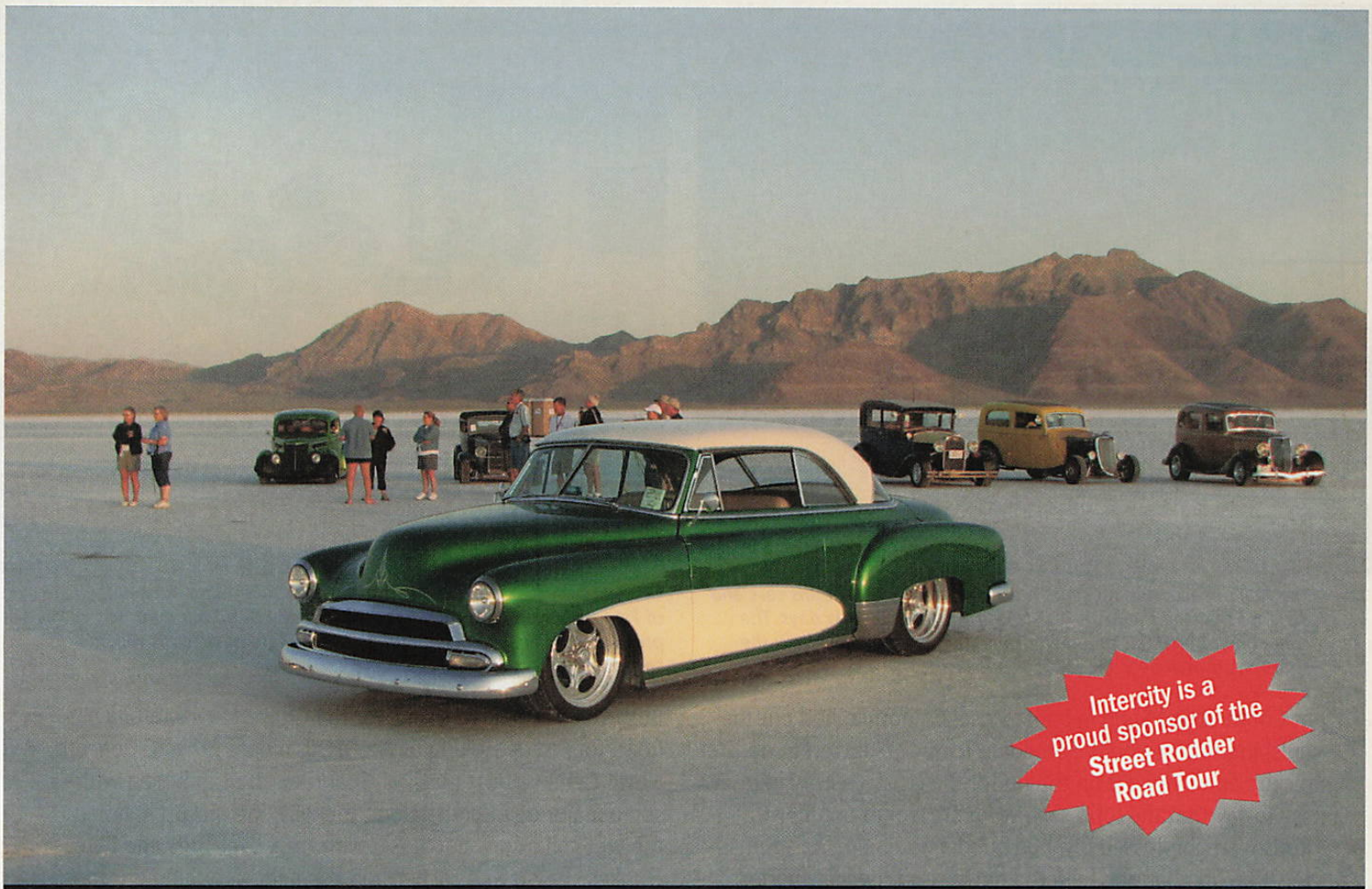
The Cruise to Ocean City Tour

The '10 AMSOIL/*STREET RODDER* Road Tour kicked off at Southern Rods and Parts in Greer, South Carolina, with owner Tom Joseph and his crew throwing a party for a parking lot filled with 30 Cruise to Ocean City Tour participants and about 50 local hot rodders who turned out to join in the fun. Great weather and great barbecue helped the turnout, but the real reason most folks stopped by was to get the very first look at the '10 Road Tour Shadow Rods XL27 roadster pickup.

At 2 p.m., an Intercity Lines transporter backed onto the lot with one very important cargo. Five days earlier the crew

The pickup had been finished just seven days earlier at Zane Cullen's Cotati Speed Shop in Santa Rosa, CA. It was immediately loaded on an Intercity Lines hauler to make the very quick trip across the country.

The participants on the Cruise to Ocean City Tour were one of the first large groups to visit the newly opened NASCAR Hall of Fame and Museum in downtown Charlotte, NC. It opened to the public just five days prior to our visit.



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The Hall of Fame and Museum is a huge facility. It contains cars and displays that tell the history of NASCAR from the early days. The collection of artifacts and memorabilia on exhibit show how the sport has grown over the last 50-plus years.

Our Sunday afternoon stop was at the North Carolina Auto Hall of Fame. We were greeted at the museum by Don Miller, former president of Penske Racing. Don is shown here next to his record-setting Salt Flats roadster.

at Cotati Speed Shop in Santa Rosa, California, had put the finishing touches on the Smeding Ford 427-powered roadster pickup and loaded it on the rig for the cross-country journey.

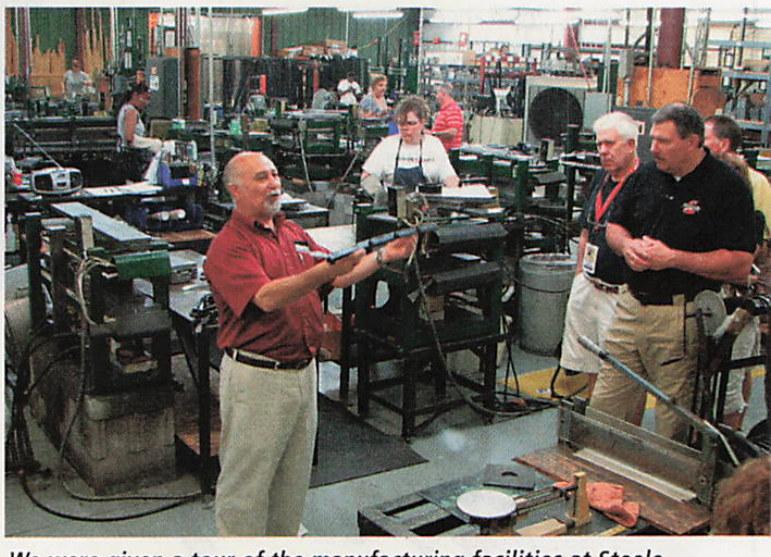
To say that the folks who were present at Southern Rods were impressed is a huge understatement. As soon as the blue bomber was lowered down from the transporter by Intercity Lines driver Maurice Sharp, all eyes were on the Road Tour roadster pickup. Zane Cullen and the Cotati craftsmen put an amazing amount of detail into the pickup, and it showed. Clay Cook from C. Cook Enterprises had personally traveled from his shop in Kentucky to Santa Rosa to hand fabricate the track nose and hood that makes the roadster so distinctive. The flawless blue PPG paint, the Rod Tops' top and interior with Wise Guys' seats helped complete the Shadow Rods XL27 body and frame package.

The Southern Rods and Parts staff put on a great party, complete with door prizes for the many folks in attendance.

By about 5 p.m. it was time for the Cruise to Ocean City Road Tour to get rolling. It was a 90-minute drive to Concord, North Carolina, just north of Charlotte. The trip began with some major downpours along the way. The pickup handled the wet conditions flawlessly with the Coker Tires and Pete & Jakes chassis and suspension keeping everything on track. The Road Tour participants arrived at the hotel in Concord somewhat wet but enthusiastic about the week ahead.

Sunday started off with some very hot and humid weather conditions. At the first drivers' meeting of the week, we covered the details of the many activities that were planned along the way to the Cruisin' Ocean City event. Our first visit on Sunday morning was one of the most anticipated of the week. We were going to be one of the first groups to tour the newly opened NASCAR Hall of Fame in downtown Charlotte. The facility is fantastic. It includes displays and exhibits that relate to the history of stock car

Monday morning we visited the facilities of Steele Rubber Products near Mooresville, NC. The Road Tour roadster pickup was dwarfed by the classic '31 Cadillac, which was owned by late-founder Lynn Steele.



We were given a tour of the manufacturing facilities at Steele Rubber Products by company President Matt Agosta. Steele is the official Weather Seal and Rubber Products Sponsor of the '10 Road Tour.

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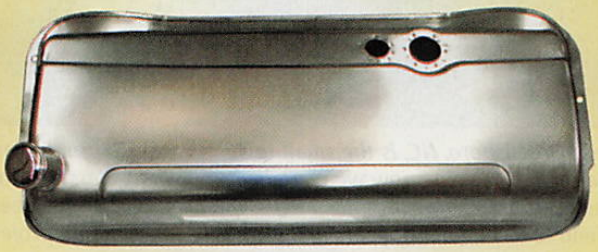

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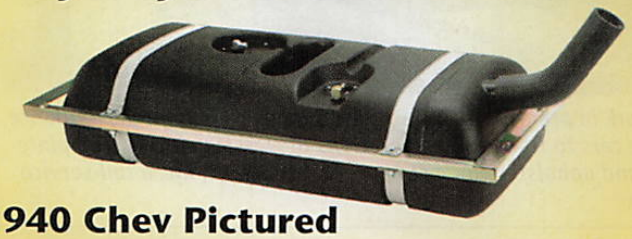

1940 Chev Pictured

We were invited by longtime street rodder Henry Dana to visit the famed headquarters of Dale Earnhart Inc. in Mooresville. Some local rodders stopped by to say "hello", including Tom Busch, shown leading this lineup in his deuce five-window. Tom's sons Kurt and Kyle do some NASCAR racing on most Sunday afternoons. Henry Dana is next in line with his coupe and then Danny Timmons with his roadster.

racing and the stories of the people who made the sport so colorful. The facility is filled with many interactive exhibits and famous cars of the past and present. It will quickly become a must-see stop on any car person's list if they are in the Charlotte area.

After a brief stop back at our hotel, we continued Sunday afternoon's activities with a short drive to Mooresville and a visit to the North Carolina Racing Hall of Fame, which contains some very interesting and significant vehicles and memorabilia from the rich history of racing in the state. One of the highlights was a chance to meet Don Miller, the former President of Penske Racing and the man many credit as the person who put the name Penske on the NASCAR map. Don was instrumental in the early NASCAR career of Rusty Wallace, among many others. He was on hand at the museum to sign copies of his new book, *Miller's Time,* which covers his long career in auto racing. One of the many vehicles on display in the museum was Don's famous yellow Mac Tools roadster in which he broke a number of land speed records on the salt at Bonneville.

Near Greensboro, NC, is the small town of Belews Springs. For the second year in a row we were invited to visit Classic Auto Restoration Services (C.A.R.S. Inc.). Owner Jim Barber has been a friend for a number of years and always has interesting projects in the works.

Our stop for lunch on Monday afternoon was at the huge facility of Richard Childress Racing near Welcome, NC. After a great catered lunch we got to tour the race shop. It was amazing to see how many race vehicles are involved in the RCR program.

Sunday evening was spent enjoying food and beverages at the nearby Quaker Steak and Lube.

Monday morning it was rise and shine on the Cruise to Ocean City Tour. After our morning drivers' meeting, we rolled out of our hotel in Concord, North Carolina, under threatening skies. While most of the Road Tourians were used to the rain by now, trying to keep the cars clean was getting pretty old. There was a lot to see and do today and we were not going to let some rain dampen our spirits.

The first stop of the morning was Steele Rubber Products in Lexington, North Carolina, just west of Mooresville. Steele Rubber Products is the official weatherstripping supplier for the Road Tour. In 1958, Lynn Steele needed some rubber gaskets and seal products for his '31 Cadillac. As has been the case for so many companies in our hobby, Lynn couldn't find the parts he needed, so he made them. The rest is history and Steele Rubber Products has become

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Tuesday morning we visited the Whitsett, NC, location of Jet-Hot Coatings. We were greeted by Chairman/CEO Paul Clayton and the staff and given a behind-the-scenes look at their HPC Jet-Hot facility.

the leader in gaskets, seals, and rubber products for the special interest vehicle market. We were greeted by the Steele Rubber Products staff when we arrived. Steele Rubber Products president, Matt Agosta, pulled the late-Lynn Steele's '31 Cadillac out to sit beside the Road Tour pickup. After some coffee and doughnuts we were given tours of the manufacturing facilities at Steele and we all got an education about the process that is involved in manufacturing rubber products. At the end of our visit, vice president of marketing, Eric Saltrick, made sure that everyone on the Road Tour received a goodie bag, and the folks at Steele thanked us all for stopping.

Next up was a visit to what is hallowed ground for the NASCAR community and fans worldwide. Dale Earnhardt Inc. (DEI) is located just outside of Mooresville, North Carolina. It is a beautiful facility that now serves as a tribute to what many consider to be the greatest driver who ever competed in NASCAR. Our host was longtime street rodder Henry Dana who has the enviable job of restoring and maintaining the late-Dale Earnhardt Sr.'s collection of special interest vehicles. The building's interior is beautiful and contains the trophies and cars that tell the story of the "Man in Black's" amazing career.

While we were at DEI, some of the local street rodders stopped by to say "hello". Tom Busch brought his nostalgic '32 Ford five-window that has all the right touches. Tom has

It was a four-hour drive from the Greensboro area to our Tuesday evening stay in Nags Head, NC. Our hotel was right on the beach and we all enjoyed the ocean view from our rooms.

After our visit at Jet-Hot we were treated to a picnic lunch by the Timeless Cruisers of Efland, NC. The club turned out in force to greet us on that Tuesday afternoon; we all appreciated the hospitality and great food.

relocated to North Carolina from Las Vegas since his two sons became involved in racing. Tom is Kyle and Kurt Busch's father and a very knowledgeable hot rodder. It was a very interesting visit at DEI.

About 45 minutes north is the town of Welcome, North Carolina, and the home of Richard Childress Racing (RCR). We had been invited to visit the huge facility by the head of equipment manufacturing at RCR, Rick Grimes. We were treated to a great lunch in the large meeting room at RCR and then got a chance to see the workshop area. We saw an amazing lineup of race cars in various stages of repair and assembly. Some of the Road Tourians toured the RCR Museum while others did some shopping in the gift shop area. (Thanks to everyone at RCR for a great afternoon visit to a very classy operation.)

It was onto Kernersville to check into the hotel before our trip to the Classic Auto Restoration Services (C.A.R.S. Inc.) facility in nearby Belews Creek, North Carolina. Jim Barber and the staff were ready when we arrived and Jim immediately took us on a tour of their huge facility. There are always dozens of builds going together at C.A.R.S. Inc. that range from the classics to very potent muscle cars with plenty of street rods in the mix too. After the tour we

We were invited by the First Flight Car Club from nearby Kitty Hawk to join them at their weekly cruise night. It is always fun to get together with local clubs whenever we can during our tours.

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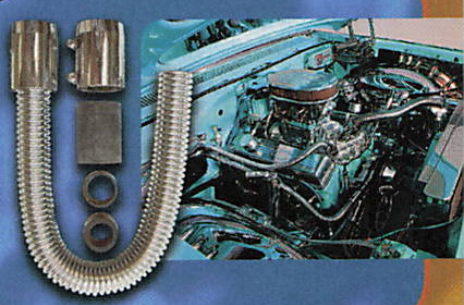

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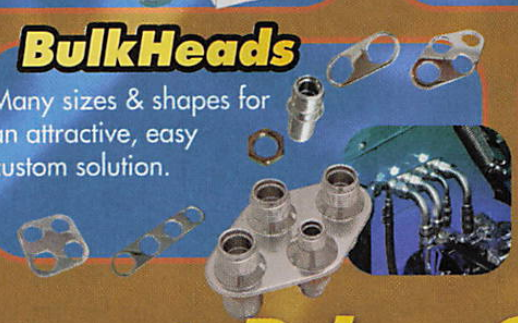

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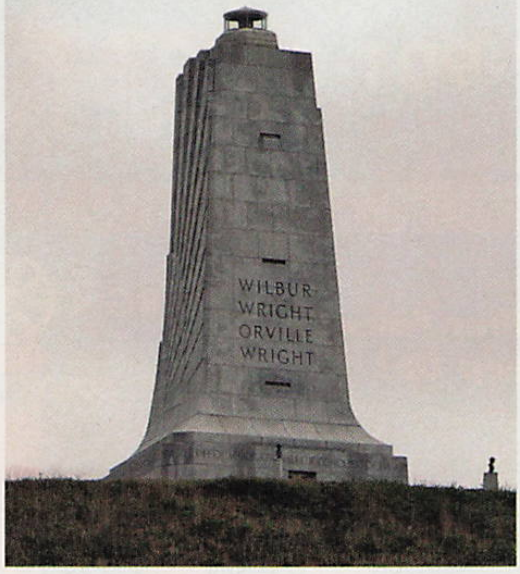


On our drive up the coastline of the outer banks we made a brief visit to the site of the very first flight by the Wright Brothers at Kill Devil Hills, NC. There is a huge memorial up on a hill that looks down at the original area of sand where that first historic flight took place.

all sat down and enjoyed some of the best barbecue on the planet. It is always a pleasure to stop and see Jim Barber and the folks at C.A.R.S. Inc. It had been a great day on the tour and the Road Tourians were exhausted.

Tuesday we were up and rolling by 8 a.m. We had been invited to tour the HPC Jet-Hot Coating facility in Whitsett, North Carolina. We were greeted by Chairman/CEO Paul Clayton who personally gave us a tour of their facility. It was interesting to see the process that goes into the high heat coatings that HPC Jet-Hot Coating is so famous for applying. Everyone received a souvenir Jet-Hot hat; the local TV station even turned out to cover our visit.

From HPC it was onto Efland, North Carolina, where we had been invited to enjoy a picnic lunch, compliments of the Timeless Cruisers of Efland. What a great bunch of folks with a love of cars and a camaraderie that they enjoy sharing with other car enthusiasts. Thanks for the hospitality folks. What a nice way to spend some time on the road.

Nags Head, North Carolina, was our destination for

Our accommodations in Virginia Beach were right on the ocean. The weather had cleared and we enjoyed the warm sunny skies as we created a car show in the hotel parking lot during the late afternoon.

We visited the Naval Air Station Oceana in Virginia Beach. We had been invited to have lunch and were given a tour of the grounds by the security officers and got a chance to see some of the historic planes on display.

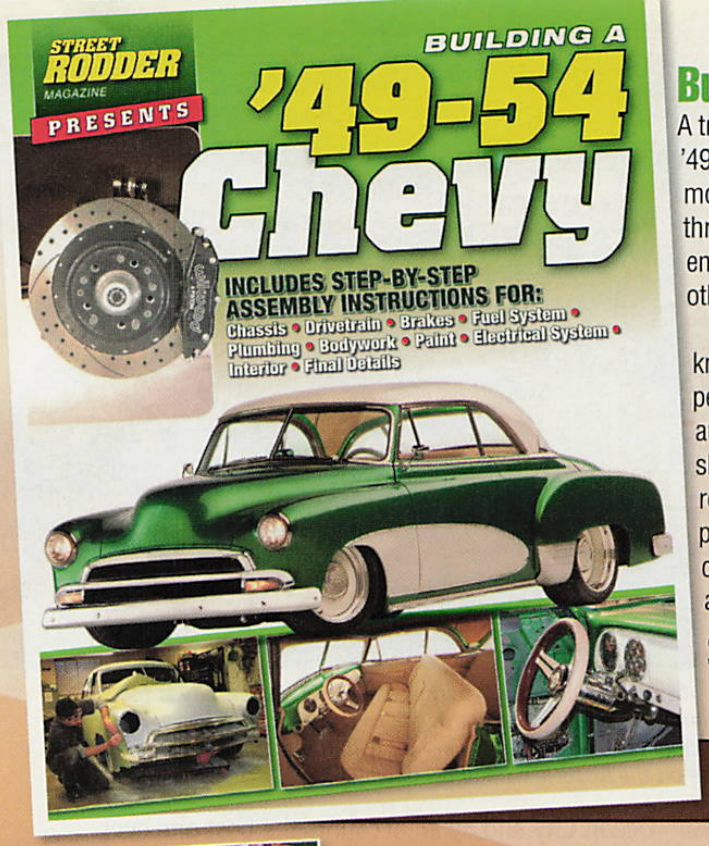
Tuesday evening and after a four-hour drive we all made the trip in decent shape. The First Flight Car Club of Kitty Hawk has a local cruise on Tuesday evening in Kitty Hawk and they invited us to stop by and even put together goodie bags for all of us. They are another example of how great car folks can be and their hospitality was appreciated.

After our morning drivers' meeting at the hotel in Nags Head we made a short drive north to the site of the first manned self-propelled plane flight. Orville and Wilbur Wright made the trip from their home in Dayton, Ohio, to the sands of the outer banks of North Carolina to test their experimental aircraft over 100 years ago. The rest is history. The park is very well laid out and includes re-creations of their original camp. The runway in the sand is marked and there is a huge memorial on the hill overlooking the site. It was a very interesting stop on the tour.

From the Wright Brother's Memorial we continued north to another famous beach town. Virginia Beach is the home of the Naval Air Station Oceana and home to the jet fighters that are part of the Navy's strike force. We had stopped there last year and it was a thrill to see the planes and the people who help make our country safe and free. This year we were invited to enjoy some lunch at the Officer's Club on the base. It was quite an experience to dine with the airmen and airwomen of the base and enjoy the displays and surroundings of the club. After lunch we got a chance to see some of the planes that have played a part in the history of Naval aviation at NAS Oceana.

From the airbase, many of the Road Tourians made a trip to Dumar's Drive-In, located in nearby Norfolk, Virginia, a restaurant famous for their ice cream and barbecue. Dumar's is also the originator of the waffle ice cream cone and some folks just had to give it a try. It was reported to be excellent.

By this point in the tour, the weather had turned sunny and warm. We spent Wednesday afternoon hanging around the hotel parking lot cleaning the cars and tightening some loose nuts and bolts. After some dinner, many folks walked on the beach and enjoyed the free band concert put on by the city every Wednesday evening. We were getting close to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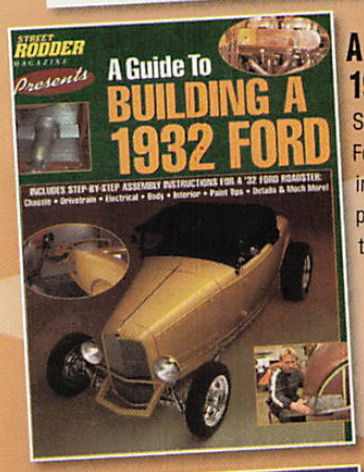

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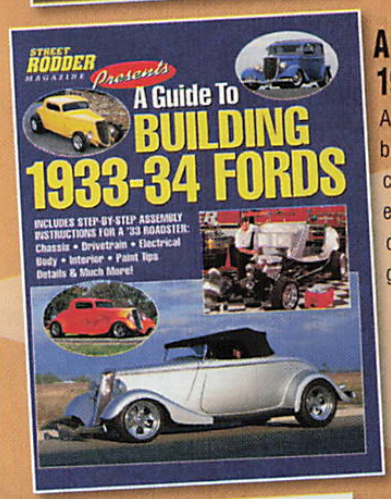

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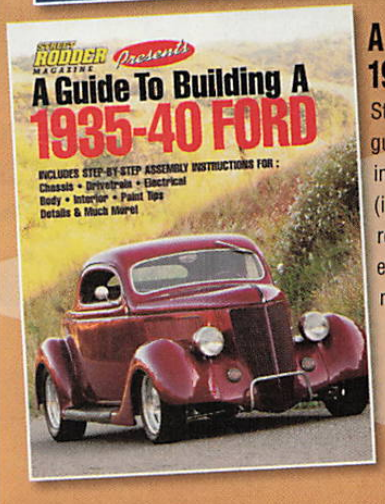

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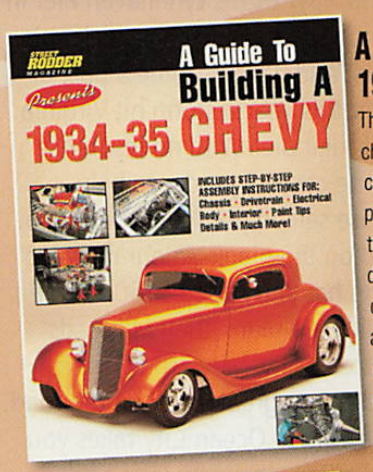

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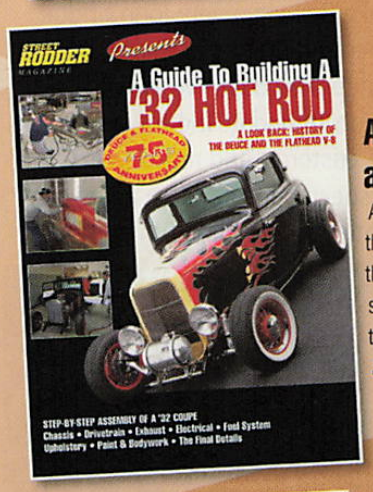

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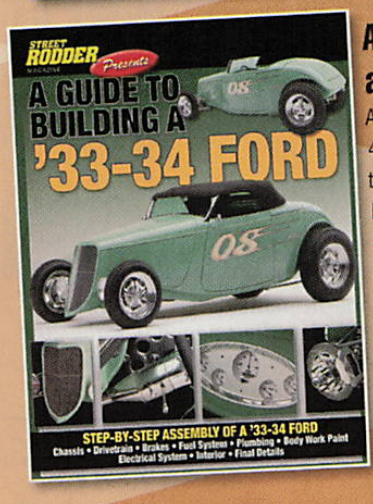

A Guide to Building a '33-34 Ford

A comprehensive look at Ford's milestone Model 40 for 1933 and 34. Starting with Henry's gamble to develop an entirely new car on the heels of the Deuce, we trace the development of the Model 40, detail the difference between '33s and '34s and look at the impact they had on hot rodding. We then document the construction of an American Speed Company Speed33 from start to finish.

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The trip from Virginia Beach north to Ocean City involves traveling across and through the Chesapeake Bay Bridge-Tunnel complex. This is a 20-mile stretch that cuts a huge amount of time off the trip up the coast.

our destination and life was good, warm, and dry.

Thursday morning on our way out of Virginia Beach we made a stop at Bobbie Lou and Hoyt Duff's Lynnhaven Pier in Virginia Beach. Hoyt and Bobbie Lou have been participants on many Road Tours in the past and have become a part of our Road Tourian family. Earlier this year a storm hit Virginia Beach and wiped out much of their pier. With no insurance the repairs are going to be quite costly. In order to help defray some of the cost they are selling planks to folks who can have a message engraved on the plank. At our morning driver's meeting we passed the hat and raised $150 for the Lynnhaven Pier Fund. There will be a plank that will reads "*STREET RODDER* Cruise to Ocean City, May 2010," which will be a permanent memorial to our great week on the road.

From Virginia Beach all the way to Ocean City takes you over and under the Chesapeake Bay via a very long bridge and tunnel system. This engineering marvel dramatically reduces the time for traveling up the coast. We arrived in Ocean City at about 2 p.m. on Thursday. The town was already filled with street rods, customs, and muscle cars. The weather was perfect and the special events team again had everything running very smoothly. It was the 20th edition of

A few of the Cruise to Ocean City participants posed for a picture with their cars in the inlet area on Friday afternoon. It was the 20th edition of the Cruisin' Ocean City event and it was again a huge success.

One of the most popular activities at Cruisin' Ocean City is the morning drive down the boardwalk to the inlet show area. The participants start to line up very early in the morning to make the cruise on the historic wooden walkway.

Cruisin' Ocean City and by all accounts the best one ever. Our *STREET RODDER* Road Tour hospitality tent was a hub of activity. Everyone wanted to get a look at the new Shadow Rods XL27 roadster pickup built by Cotati Speed Shop. We also had a special guest in our tent almost all weekend. Henry Winkler was on hand to greet the crowd and sign autographs. "The Fonz" even took a moment to pose with the Road Tourians by the pickup.

It was a great weekend in Ocean City that topped off a great week. We had loads of fun, food, and interesting stops along the way. Thanks to everyone who welcomed us during the week and thanks to all the participants who helped me enjoy my week on the road too. Check out the schedule and try to join us on one of the tours we have planned this summer. You will have a great time. For those of you who can't get away this year, follow our blog at www.streetrodderweb.com for all the latest news and updates.

Next up is the Woody's Hot Rodz Tour as we travel from the NSRA Mid-America Nationals Plus in Springfield, Missouri, to the huge NSRA East Coast Nationals in York, Pennsylvania. We hope to see you on a Road Tour soon. SR

Henry Winkler was in the STREET RODDER *Road Tour hospitality tent signing autographs most of the weekend. "The Fonz" took some time to pose with the Road Tourians and the roadster pickup.*

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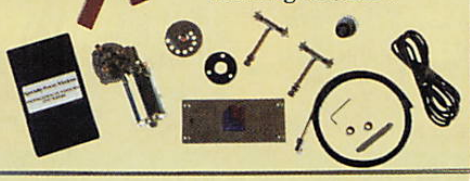

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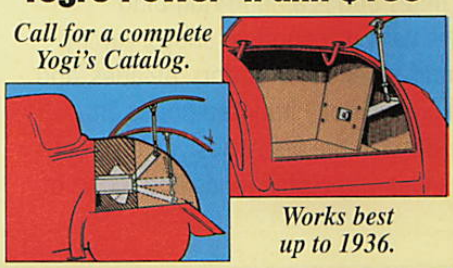

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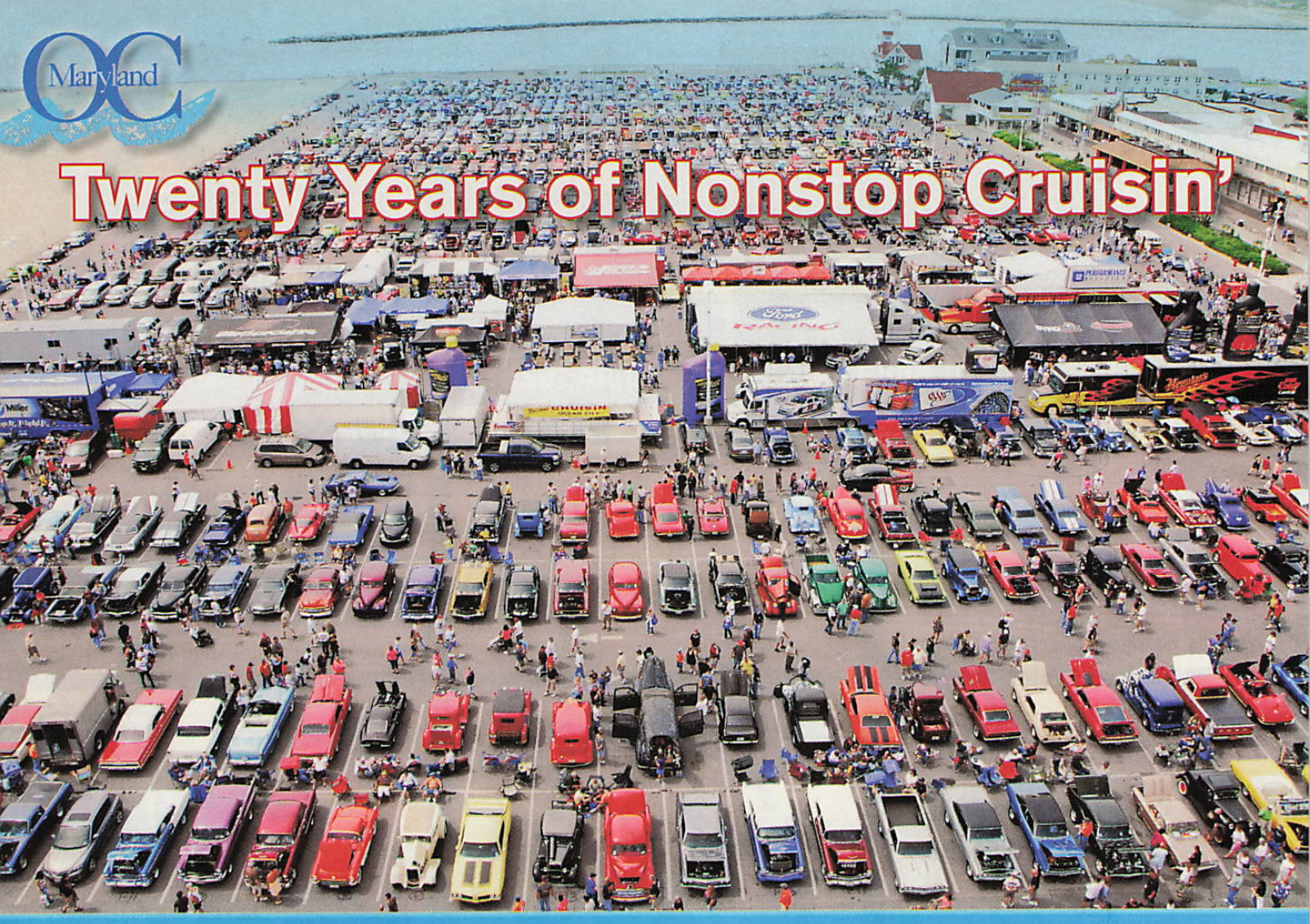

Twenty Years of Nonstop Cruisin'

Ocean City celebrates two decades of drivin' fun with hot rods

BY CHUCK VRANAS

Nothing could be more motivational to kick off a new rodding season than the promise of sun, sand, and surf, combined with the sounds of big-inch mills along one of the most legendary boardwalks in the country. For 20 years Cruisin' Ocean City has rocked the coast of Ocean City, Maryland, with irrepressible zeal like no other car show around.

This neat coastal community of 8,000 residents has it all when it comes to hosting an event where car owners can drive the tires off their rides. It's obvious when you pull into town and the local gas stations have their signs up advising they have plenty of CAM2 available that this is indeed a serious weekend. With Jerry Dixey at the helm of the '10 AMSOIL/*STREET RODDER* Road Tour, it was the perfect destination for him to start laying down the miles on the new Shadow Rods XL27 roadster pickup. There's nothing like pulling into town with 3,000 other registered car owners who are greeted by townsfolk literally rolling out the red carpet to welcome you to their own personal paradise.

Once checked in at the convention center you walk back to your car with credential and event program in hand. It is like stepping into the past and being a kid again with a map to the biggest candy store in town. To kick off your visit in grand style, it was a must to head to the absolute end of the strip known as "The Inlet", which acts as the cornerstone of the weekend's festivities. With its breathtaking views, The Inlet is surrounded by both deep ocean and manicured beaches, making it the perfect spot to haul out that longboard and catch some serious waves. Having parking for up to 1,500 cars, it readily fills up by 10 a.m. Thanks to the numerous venues scattered up and down the strip, parking spaces usually turn over quickly.

Once settled, you had the chance to check out a multitude of vendors, including Miller Electric, GM Performance Parts, Ford Racing Performance Parts, and Summit Racing to touch the tip of the iceberg. As you made your way across manufacturers' row, there were plenty of scorching rides to check out, including Corry Hunter's fresh jet black Deuce or Steve Garrison's wicked '29 Ford roadster.

One of the many exciting opportunities offered to rodders is the rare chance for an early morning romp down the historic Ocean City boardwalk as a part of the daily parade happening Thursday through Saturday. The boardwalk stretches for miles and is a mind-numbing flashback to simpler times with its countless shops, campy eateries, caramel corn and funnel cake vendors, arcades, and amusement rides, including a spooky haunted house and Ferris wheel. While knee-deep in the festivities you'd swear you were a kid again still wearing cuffed jeans and a pair of PF Flyers.

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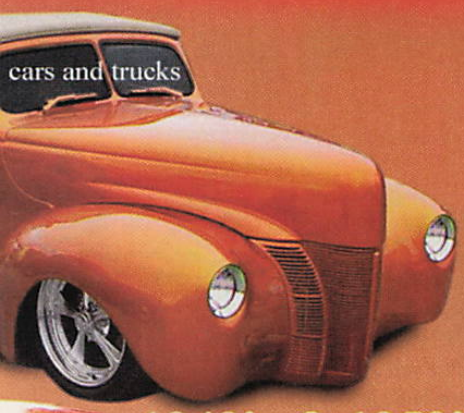

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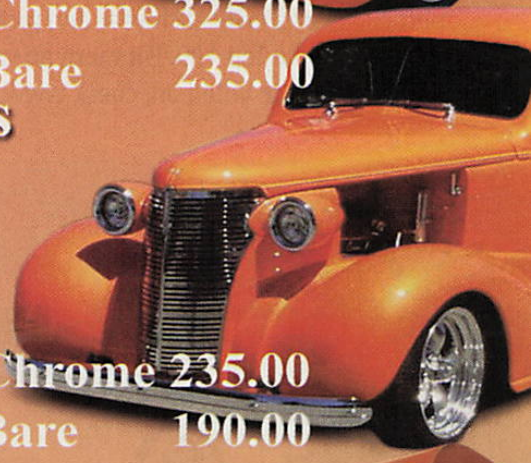

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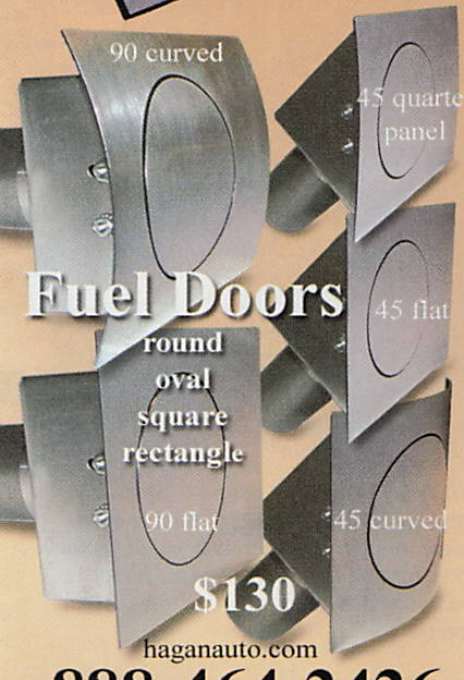

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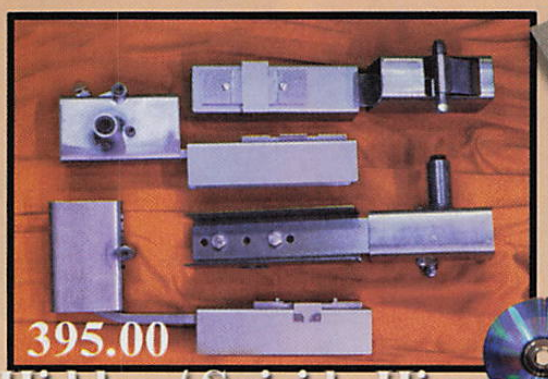

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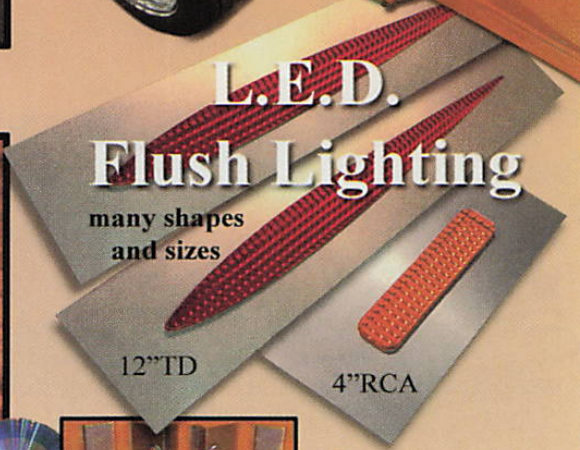

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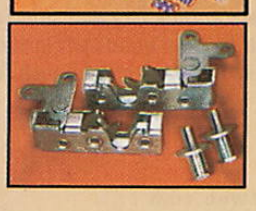

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For the Top 100 program, *STREET RODDER* attends 10 particular car shows each year and picks 10 vehicles at each to make up the Top 100. For more on where those shows are and how they're voted on, check www.streetrodderweb.com.

Dick Applegate, Wall, NJ / '31 Ford coupe
TCI Engineering framerails were built into a solid base by the Hot Rod Garage in Denton, MD, featuring a Super Bell axle and Pete & Jakes hairpins, while the body received countless subtle modifications capped off by a perfect chop. Power comes from a highly detailed 350ci mill topped with three deuces linked to a four-speed, which sends plenty of power to the Wheel Vintiques wires.

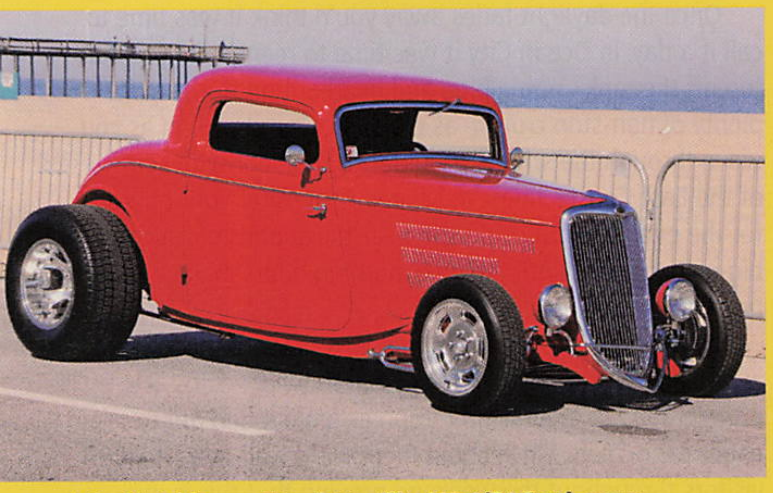
Jerry Conklin, Libertytown, MD / '51 Chevrolet Fleetline
A 4-inch chop with slanted B-pillars and a 2-inch sectioned decklid, frenched headlights, and flush skirts are just a start. The slammed stance is ride height without 'bags, and the decadent House of Kolor Candy Lime Gold vibe simply leaves you in awe.

Corry Hunter, Milford, DE / '32 Ford convertible
When we first visited Six Deuces Speed Shop in Milford, DE, we knew it was a hotbed of creativity. Shop owner Corry Hunter's new coast-to-coast Deuce was a knockout with its low-slung stance, custom-fabbed hood sides, handmade wheel tubs, and '59 Chevy Apache gauge cluster. A big-block 396 is an attention grabber.

Larry Roche, Mt. Airy, MD / '52 Chevrolet Styleline
Larry Roche's Styleline car benefits from the pristine bodylines thanks to Jerry Conklin and mile-deep forest green gloss by Richard Glymph. The spotless engine bay was filled with a magneto-sparked 327ci Chevy V-8 fed by dual quads while the interior was as tidy as the rest of the car with a tan rolled bench for comfort.

Mike Sappington, Forest Hill, MD / '41 Willys coupe
Mike Sappington's Willys features a '58 Chrysler 392ci Hemi topped with a 6-71 huffer breathing deep though a Hilborn two-hole injector while a Mopar four-speed makes for fast getaways. Pristine body and paint by Dave Vrankin and a full-race interior by Clayton Custom Cars makes the package complete.

Steve Garrison, Ellicott City, MD / '29 Ford roadster
Steve Garrison's roadster originally started life as a sport coupe. Mike McDaniel of Glenwood, MD, redesigned the car including a 3-1/2-inch channel, 2 inches added behind the doors, Hallock-style windshield, and superb aluminum interior sporting 1,128 rivets. A dual-quad small-block Chevy, Winters quick-change, and Norsea Blue Pearl polished suede body make this one cool hop-up.



John Hutchinson, Marriottsville, MD / '34 Ford coupe
Built by the Hot Rod Garage in Denton, MD, its vibrant red body was razor sharp and packed with an immaculate black pleated interior by Dean Alexander. A dressed 350ci mill filled with a hot cam links to a Halibrand quick-change to spin Halibrand wheels topped with big 'n' littles making a killer statement.

Chuck and Tina Niglio, Silver Spring, MD / '32 Ford sedan
Chuck and Tina Niglio opted to retain the full fenders and massaged the vintage steel to perfection before coating it with Sonic Blue. A dropped front axle and RideTech rear 'bags set the stance while a blown 351ci Ford linked to an AOD trans and 9-inch rear makes plenty of power.

PAINLESS Tech Tip

Wire stranding

Did you know that in theory that current flows around the strands of wire? This means that the more strands of wire in a wire the more current that wire can carry. When doing wiring of a circuit, be sure the wire is high quality and has maximum strands.

Ignition switches

Most aftermarket ignition switches are limited to about 60 amps of current-carrying capacity. Always use caution when using a universal switch that it is not overloaded by it powering the electric fan circuit or the air conditioning circuit without a relay.

Tony Richards, Catonsville, MD / '65 Buick Riviera
Tony Richards updated his Rivi with perfect details, including bodywork, House of Kolor Orion Silver sparkle, Billet Specialties wheels, and RideTech 'bags. A factory big-inch dual-quad Nailhead brings gusto to the mix while a custom pomegranate-toned interior adds the right amount of allure.

Steward Milby, Glen Mills, PA / '27 Ford roadster
Starting with a Zipper body, there are many unique components, including the hairpins, pushbar, rear travel rack, air cleaner, steering column, and dash. Extra personality comes from low-slung headlights, friction shocks, and a blanket interior. For power, a detailed 350ci Chevy spins through a TH350 trans to an early Nova rearend.

Scott Hutchinson's '29 Ford was hammered to the ground with a 3-inch channel and 15-inch rear kick. Loaded with custom fabrication and fed by a six-deuce small-block, it caused plenty of double takes with its radiator stashed out back.

After Ed Johnson and his dad, Walt, finished chopping the top 3-1/2 inches and sectioning the body 1-1/2 inches on their '30 Chevy coupe, they laid down a tasty Valencia Orange coating.

Roy Lind tore down his '33 Ford pickup in 1958 to build a hot rod but never got to complete it. His son, Brian, resurrected the project with sharp bodywork, mile-deep Washington Blue gloss, a 347ci Ford V-8, and Billet Specialties wheels.

To give his '30 Ford coupe the early '60s feel, Gary Hunter chopped the lid 3-1/2 inches, added blue glass, parked a 355-inch Chevy between the 'rails, and set it rolling on chrome reverse wheels.

It's not every day you come across a gow job like Burt and Annette Chapman's '31 Ford roadster pickup linking a restored body to a hot 'banger topped with a Roof 101 Cyclone intake and OHV conversion by Secrets of Speed Society.

Leaving The Inlet and heading downtown (since this *is* a driving event) to visit the convention center with its packed mini-event, the streets are filled with everything from stoke 'banger-urged hot rods to Pro Street alcohol-fed beasts with their mountainous high-strung V-8s wailing from light to light. On Friday, the convention center played host to a collector car auction by Express Auctioneers as well as a trip down memory lane in the evening with The Four Tops performing all of their top hits in the main ballroom. Throughout the weekend up and down the strip, there were plenty of other happenings to head to, including ones at Hooters Restaurant, Harley-Davidson of Ocean City, and Phillips Crab House, to name but a few.

Every year the event promoters treat visitors to a special celebrity and this time the crowds lined up throughout the weekend to spend time with one of Hollywood's legends, Henry Winkler, well known for his role on TV's *Happy Days* as well as his numerous children's books.

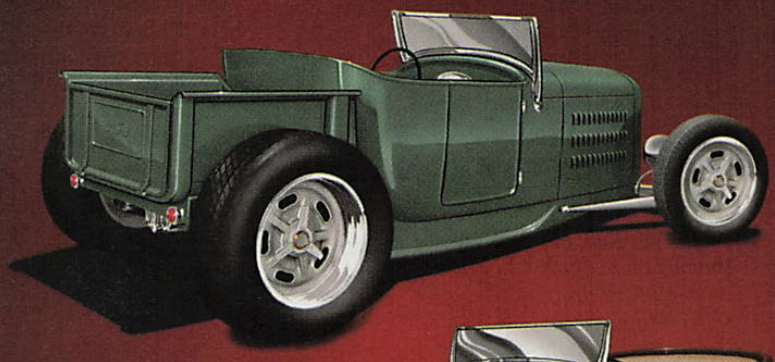
Once the daylight fades away you'd think it was time to call it a day. In Ocean City it was time to reenergize yourself, top off the tank, grab a bite, and head out on the strip for plenty of non-stop cruisin' as crowds cheered you on as you wove through the streets shoulder to shoulder with some of the East Coast's finest machines. Even after you retired for the evening, you could still hear the sounds of raucous big-inch thunder until the wee morning hours making its presence known.

By the time Sunday rolled in it was time for the legendary awards presentation at The Inlet where what seems like a trailer load of awards and trophies are handed out to eager car owners. Once again there were well over 100,000 visitors throughout the weekend proving that this is one event that grabs your attention and won't let it go. If you haven't experienced Ocean City before, mark your calendars for 2011 and be sure to hit the road for one of the hottest horsepower festivals in the East. You can check it all out at www.specialeventpro.com. SR

The beach was the perfect backdrop for William Pelkey's '34 Ford coupe with its nasty rake, scorching flames, Halibrand rollers, and numerous custom touches.

More doors can be downright slick if they look like Justin and Holly Benson's '52 Chevy. Coated in black and gray it rolled on Rallye wheels and was slammed with Firestone 'bags.

low ride...



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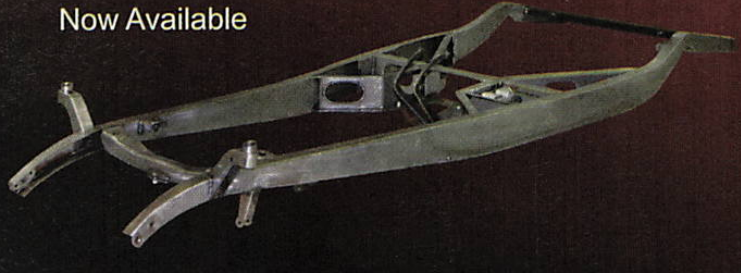
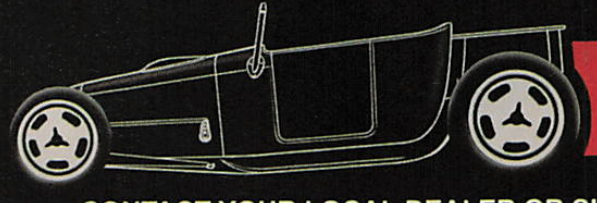


Body, Frame, Suspension Components



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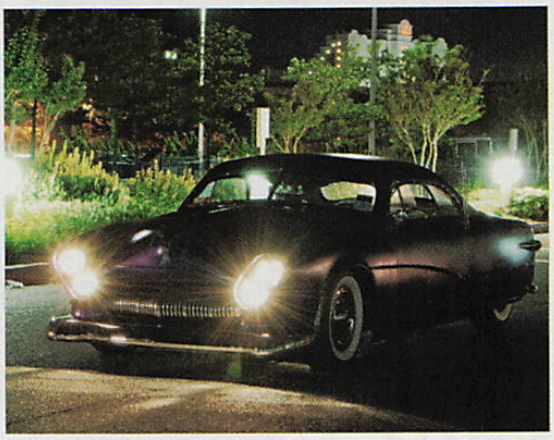
Having owned his '59 Chevy since he was 14, Shane Miller recently transformed it into a stoke custom with a two-tone spray job, custom interior, aggressive stance, and Coys wheels.



The strip was alive till the wee hours of the morning as we caught Pat Guthrie's radical '50 Ford custom well past midnight.

It takes a real artist to take on a great original design. Jerry Michael sliced 5-1/2 inches from the roof of his '49 Ford, then sectioned it 3 inches, and Z'd and C'd the frame to bring his devilish custom to life.

The flame job on Dana Geesey's '48 Chevy hauler stopped us dead in our tracks with its amazing colors and flow. It's a great calling cared for his business D. Geez Graphics.

Since Jacklyn Hennen had to miss her college graduation to work the event (her family owns the show) you can imagine the surprise she got when TV legend Henry Winkler called her to the stage to present her with her diploma.

Jim Wagner's '30 Ford roadster is all soup job from its 6-71 huffed DeSoto Hemi to its old timey scalloped body, Moon caps, and whitewall slicks.

We really dig Thomas Chimienti's '49 Ford drop-top with its traditionally louvered hood, classic spots, skirts, and Caddy caps with bullet centers.

While visiting the convention center we came across the recently restored milk wagon. Currently owned by Richard and Robin Meyers, it personified the '70s show rod era.

Bryan Wilde has owned his '56 Chevy since he was 15 years old. He transformed it into a dual-quad-fed, big-block 454-powered custom wearing DuPont Indigo Blue and ivory gloss rolling on American Racing wheels.

T-buckets personify excitement and George Heinsman nailed the look with his metallic blue '23 Ford. A dressed small-block with zoomies, Cragar S/S rear wheels, and vintage Mustang taillights keep this T reet.

Proving his car was built for the long haul, Larry Way motored in after a 14-hour drive from Ontario with his Brandywine Pearl '40 Chevy rolling on American Racing wheels.

If you log 16,000 miles in 16 weeks, *staying cool* and comfortable is as important as *looking cool*.

The 2009 Road Tour '52 Chevy Hardtop received the complete Dynamat treatment before it rolled out of Woody's Hot Rodz in May. The car traveled 16,000 miles from Chattanooga to Ocean City, Texas to Kentucky, from the Upper Peninsula of Michigan to the Street Rod Nationals in Louisville, up and down the West Coast twice and to the Salt Flats of Bonneville.

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Street Rodder Magazine
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Jeff Kraemer's '38 Ford sedan was dazzling, drenched in bright orange shine, rolling on Radirs with the perfect attitude.

Laced with evil, Tom Lewis' '51 Chevy custom was whacked 6 inches to give it a sinister look while a 454ci Rat lurked under a 3-inch sectioned hood.

A stunning hot rod has all the right parts in the right places like John and Lauren Rose's Dove Gray '40 Ford coupe, where their combination works perfectly.

Barry Michael has owned his '58 Impala drop-top since 1961 and it's the ultimate beach cruiser with its cavernous pleated interior, '50 Buick grille, 283ci mill, and Radir wheels.

We caught Jerry Campbell's stoke Deuce at the Hooter's cruise-in looking nifty with its laid-back windshield, hopped-up early 'vette small-block, and tasty red wires.

One of the coolest As we found on the strip was Jesse Fielder's '29 sporting a white rolled interior, peach scalloped body, and flipper caps.

No car exemplified the horsepower lurking in Ocean City for the weekend better than Rob Schatz's '65 A/FX-themed Plymouth with its wild injected Hemi V-8 and nosebleed stance.

Tony Bono's '34 Ford sedan was scorching hot thanks to a combination of a perfect chop, flowing fenders, Billet Specialties wheels, custom nerf bars, and IFS.

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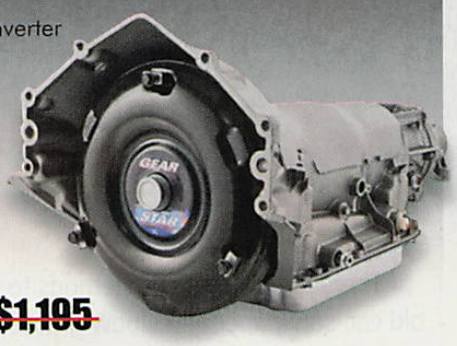

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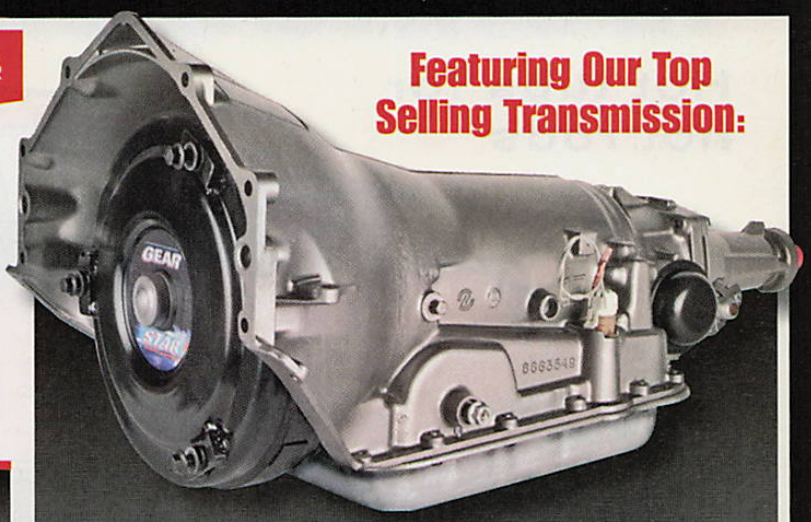

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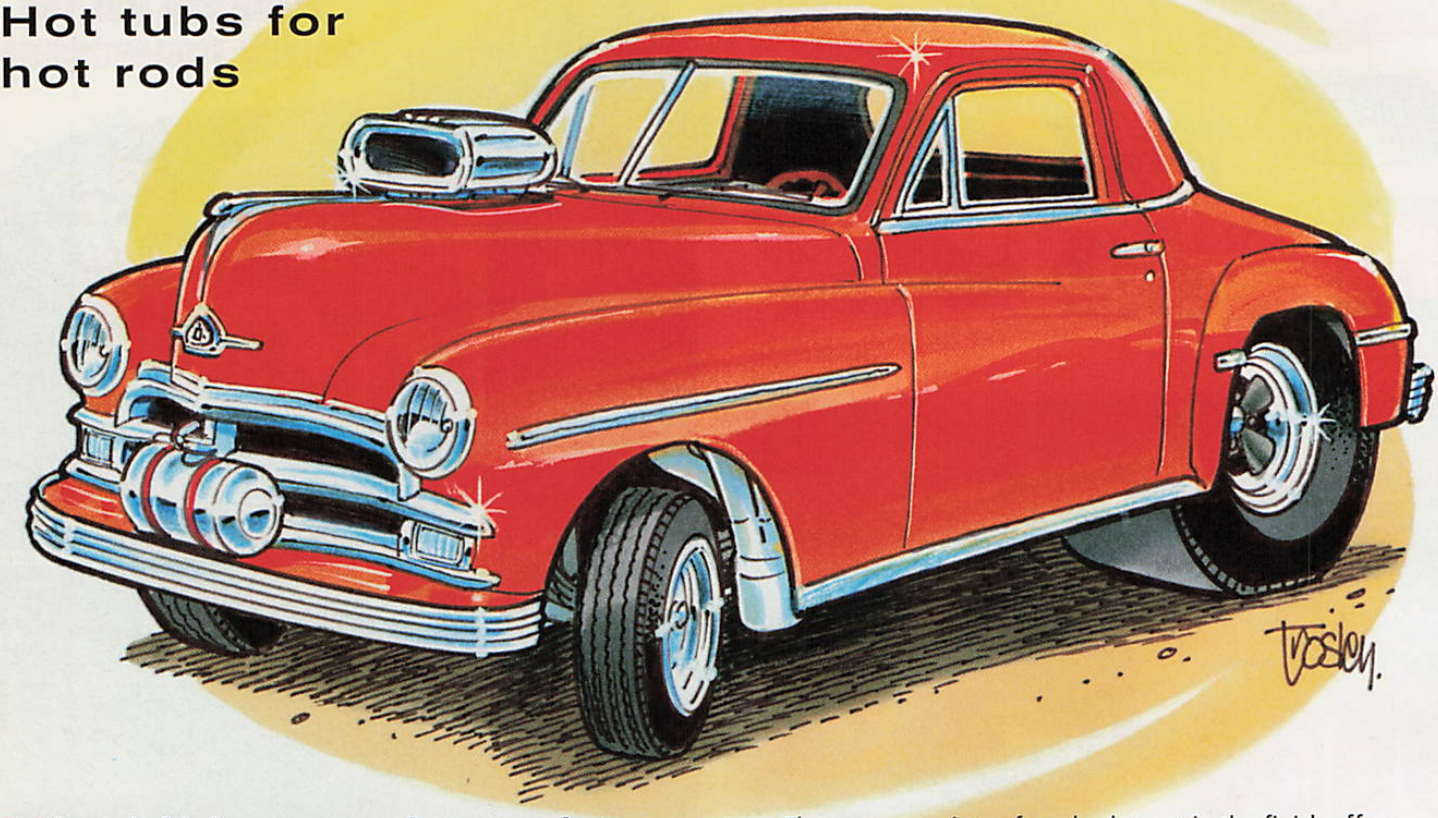
BY RON CERIDONO | ron.ceridono@sorc.com

RAMRODDER: Part IX

Hot tubs for hot rods



It's probably human nature but our projects seem to bog down ever so slightly (OK, maybe even quite a bit) when we get to the chores that aren't our favorites—that's where we are with RamRodder. It was time to start bodywork and that meant stripping off all the old paint and undercoating and then finding and fixing any rust. It's a dirty, tedious job, and if not done properly lousy surface preparation will come back and haunt you about the time the last coat of paint dries.

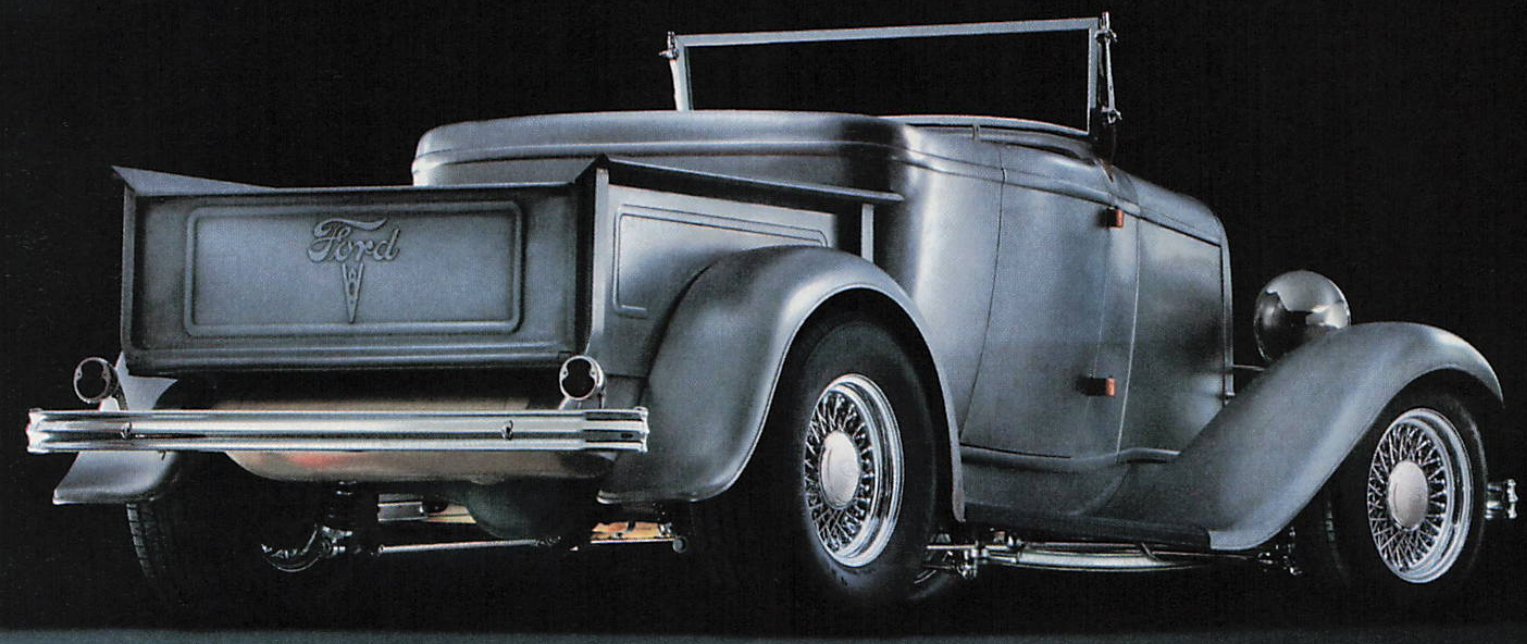
Back from MetalWorks, RamRodder is stripped clean and corrosion free. As long as its environment is dry, the organic rust preventative will keep it like this long enough to get the bodywork done and primer applied.

There are a variety of methods to strip the finish off an old car, sandpaper and elbow grease are the time-honored ingredients to getting the job done, but we were looking for a method that was faster and more effective. About the time we were going to start thumbing through the phonebook looking for sand blasters we met Jon Mannila of MetalWorks Classic Auto Restoration in Eugene, Oregon. Mannila and his crew had a selection of cars on display at a local car show and to describe the quality of the body and paintwork as outstanding would be a gross understatement. After visiting his shop it was obvious that most of the cars being built from the ground up had been acid dipped, a service MetalWorks offers and something Mannila believes is the best way to remove the paint and rust before beginning a restoration.

One of the common fears about acid dipping is that the chemicals will somehow come out of seam or crevice later on and damage new paint—it's a concern that Mannila tells us results in the most frequently asked questions. However once he explains the process, those fears are gone and the advantages are clear. When a body is dipped, every surface is getting cleaned because it is completely submerged in the solutions. With media blasting, the only surfaces that can be cleaned are those the gun can be pointed at as there is with sand blasting. Another advantage of acid dipping is there is no chance for warping large body panels.

The stripping process is done in three steps. The first is paint removal; this procedure removes paint, dirt, oils, and most undercoating. After this step the body is power washed

Happiness Is A Warm Bed



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To allow the chemicals to get to every nook and cranny, Jon Mannila removed the door hinges before RamRodder went in the first tank.

MetalWorks Tim Meltabarger and Bo Keepers inspect the body and attach it to a lift with a sling.

Bodies like our Plymouth with a high crown in the roof may require a small, easily filled vent hole to release trapped air, otherwise the underside of the roof my not be treated. However, for those who prefer not to add the hole, that step can be skipped and the area cleaned by hand.

and thoroughly rinsed. The second step is acid dipping—this neutralizes the paint removal chemicals so it can't cause problems later on and removes any rust even in those places you can't see—the result is metal that looks like new. After this step the body is again power washed and rinsed. The final step is the application of an organic, water-based, rust inhibitor that protects the bare metal during transportation and storage prior to being painted.

Preparing a body to be dipped means stripping it completely—glass, trim, handles, everything comes off until a bare shell remains. Aluminum and pot metal parts must be removed, including identification tags. Springs, such as those found in trunk hinges have to be taken off as well, as the process will weaken them. Finally, be prepared to remove any lead from the seams afterward, as the chemicals will change its composition.

After hot tubbing RamRodder we couldn't be happier with the results. All the original paint, seam sealer, and sound deadener were gone. Although there were a few new rust holes that were now exposed and would have to be dealt with, the acid bath took care of any other corroded spots we couldn't see and will prevent any further damage. And while the floor was gone the body didn't have a ding anywhere and showed no signs of ever being damaged. Suddenly doing bodywork doesn't seem to be the daunting task it once was. SR

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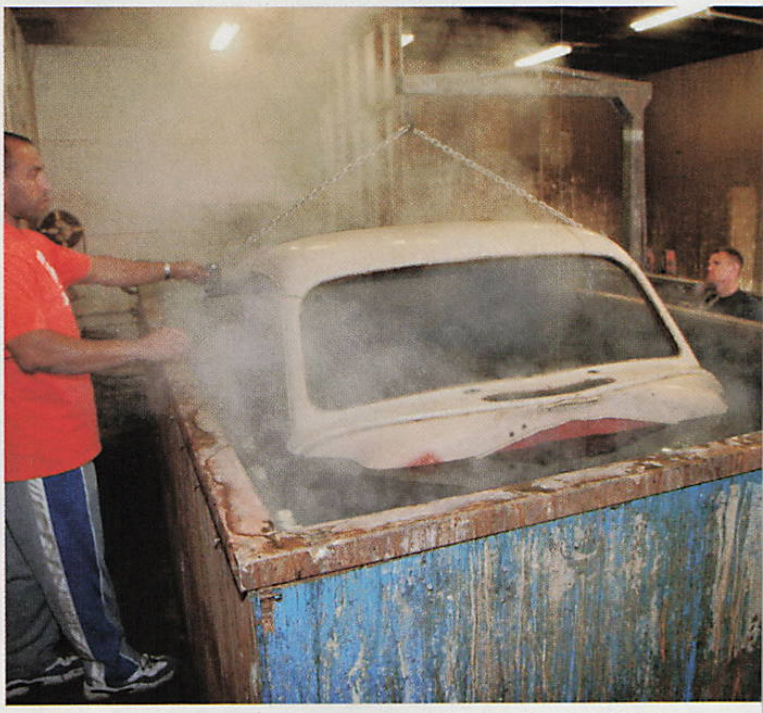

Down she goes into the paint stripping solution. The MetalWorks tanks are big enough to handle just about any body.

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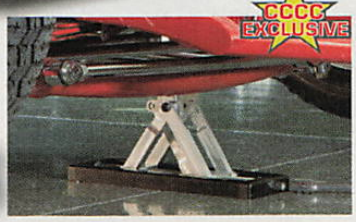

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With the body completely submerged, the tank is covered with an insulated lid—the RamRodder spent the next three days soaking.

The body was removed from the stripper and moved to the rinse area. Confining and managing the various solutions in accordance with a long list of regulations is an important part of the process.

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Wayne Thom thoroughly washed the body top to bottom and inside out. The amount of crud that comes out of the body's inner structure is surprising and another great argument for utilizing this process.

After power washing and rinsing, the coupe went into the neutralizing acid bath—where it stayed for a day.

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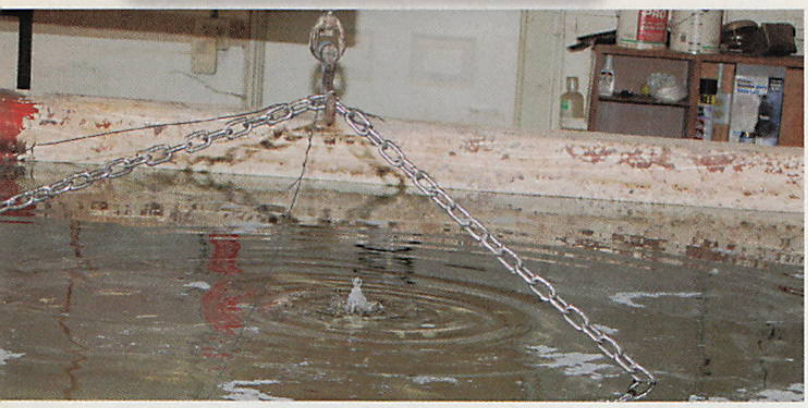
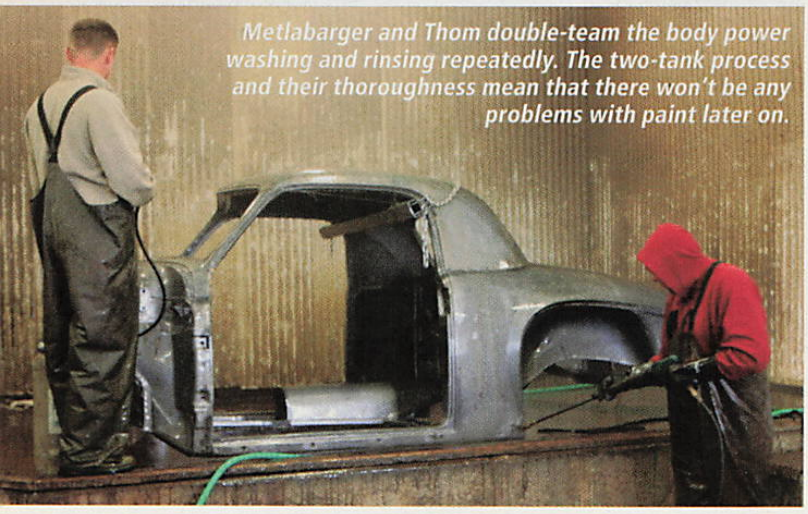


Look closely and you'll see air escaping up through the bath from the hole in the roof. In some cases holes in fenderwells also help, but again that's the customers' call.



Metlabarger and Thom double-team the body power washing and rinsing repeatedly. The two-tank process and their thoroughness mean that there won't be any problems with paint later on.

The last step is drenching the body inside and out with rust preventative. A wipe down with metal prep and a light sanding is all that's necessary before primer is applied.

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Choose from 5 styles
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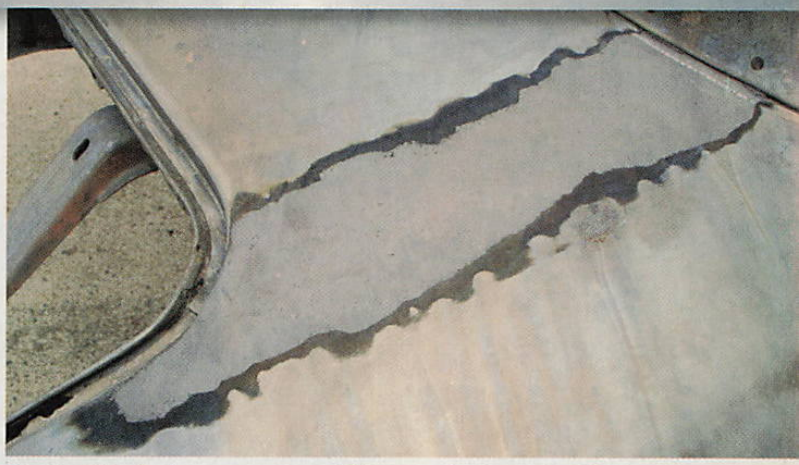
Along with the paint and primer most undercoatings will be removed as well. It's hard to believe but the inside of the quarter-panels were once coated with thick sound deadener. The process also removes the factory seam sealer.



The lead in the factory seams will have to be heated with a torch and removed. We'll probably be putting lead back, but modern polyester filler works just fine.

We did find a little rust in the body below the trunk lid and in front of the rear fenders, but nothing serious. The good part is any rust in hidden areas has been neutralized and will no longer be a problem.

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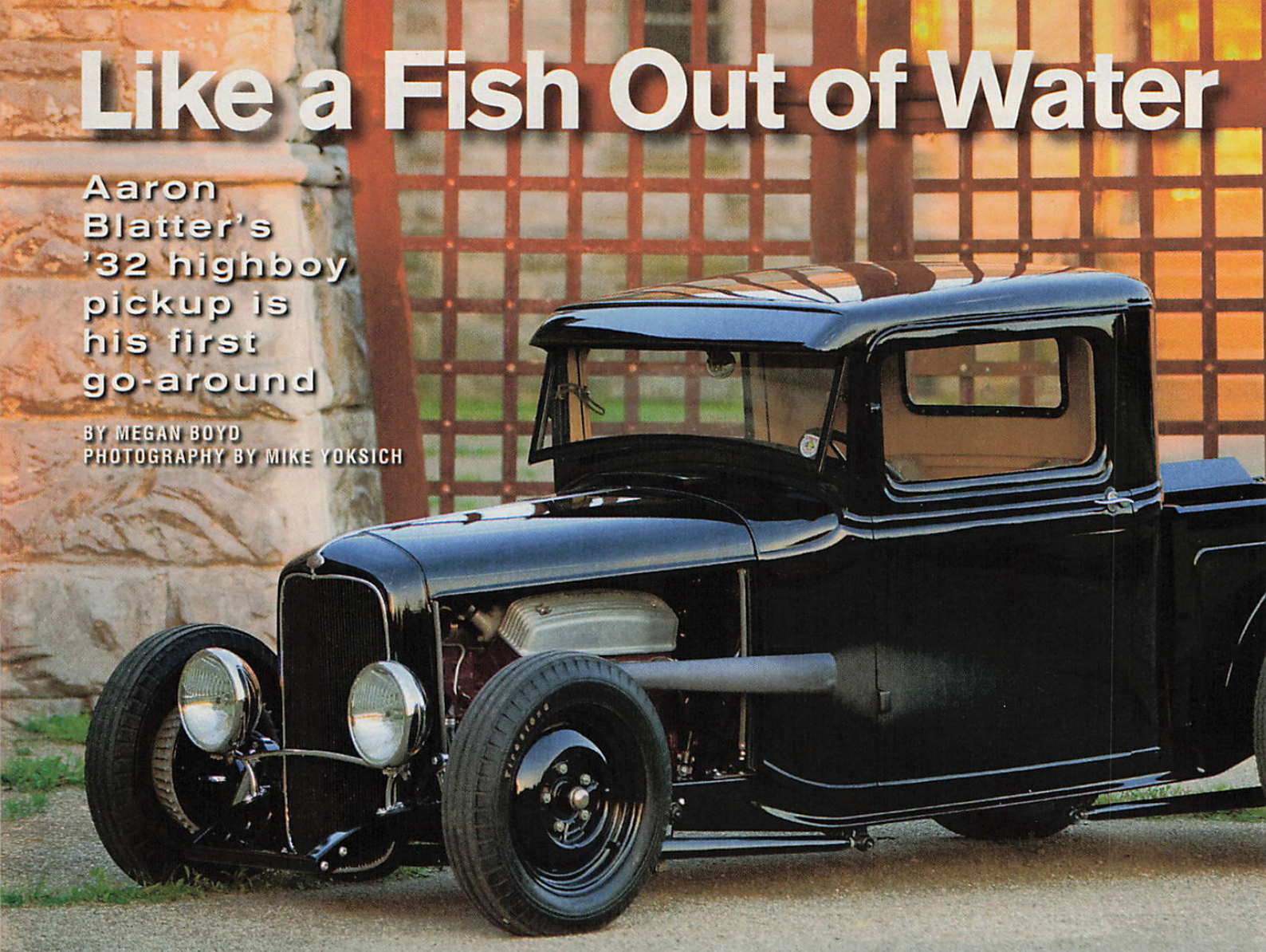
Like a Fish Out of Water

Aaron Blatter's '32 highboy pickup is his first go-around

BY MEGAN BOYD
PHOTOGRAPHY BY MIKE YOKSICH



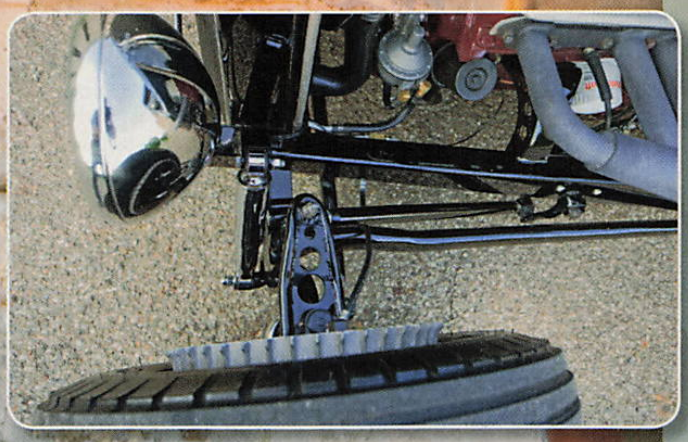
When Aaron Blatter set out to build a traditional hot rod he had one rule in mind: It had to be practical. "I wanted to build something that was practical, something I could drive every day but make different in a good way," the 29-year-old machinist from Ashland, Ohio, states. From the subtle details on the exterior of the truck to the unique marine intake he chose, it is apparent he accomplished his goal.

Starting out with a '32 Ford Model B cab that he acquired from a friend, he went to work building his ideal truck. Having never built a hot rod before or done much sheetmetal work, he relied heavily on his machinist background. "I tell all of the young guys who come into work at the machine shop to try to do things themselves, figure out the best way they can do it, and that's the theory I applied to this truck."

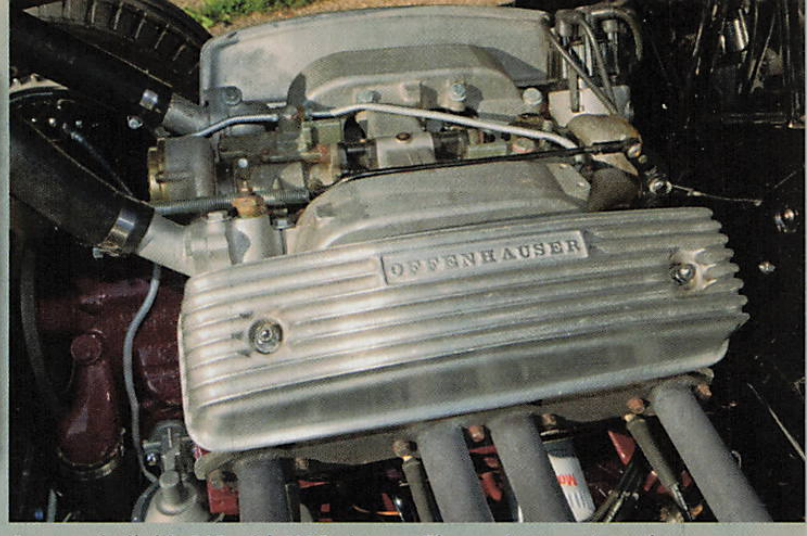
Aaron has always felt that he has been his best teacher since his very first hobby project: his parents' old '61 Ford Galaxie. He attacked the Galaxie with all of the vim and vigor of an excited 15-year-old determined to get the old car running. After going through the engine and the brakes and getting the car back on the road he gained confidence that would last for years, well into his most recent project.

Aaron believes the '32 Ford cab could have been a hot rod earlier in its life. Sporting a nice 3-inch chop and 6-inch channel he envisions it on a stock, full-fendered chassis back in the day. Since then he believes it has been through a fire, making the metal a little more difficult to work with. He reversed the channel back to 3 inches and left the chop alone, "I couldn't bring myself to change it; the weld seam was almost invisible." Once he was satisfied with the channel he created a new floor and then went to work on the sheetmetal. He patched the roof, rear of the cab, added a donor visor from another truck, and replaced the doorskins, door bottoms, cab corners, and rear panel with new materials. His machinist skills came into play when he radiused cowl panels to match the reveal in the frame. No detail was overlooked on the cab, including replacing a missing piece of the firewall. "Someone had cut some of the lower section out for engine clearance but kept the piece they removed, so I had to weld it back together to make one firewall again."

Aaron's favorite parts of the truck are all of the subtleties that a person may not notice—one of the major ones being the flush doors. "When I told some guys about wanting to flush fit the doors they tried to steer me away, saying it was way too much work and a hard thing to do. All that did was give me the drive and motivation to do it all myself!" Needless to say, after forming a plan and shutting himself in the garage, flush doors became a reality.



Here's the Bob Drake halogen headlights on a SO-CAL dropped and narrowed headlight bar and Magnum Axle 5-inch drop drilled and filled I-beam with Wilson Welding '40 Ford spindles and Durant super low springs. The shocks are Pete & Jakes chrome hooded F-1 style.



Aaron rebuilt his 312 with NOS pistons. The engine was in such good shape it only needed a cylinder hone to be put back together with a rare '50s marine manifold with two YF sidedraft carbs.

After accomplishing that task, he set out to create custom doorjambs out of old Ford valve covers.

The base frame was constructed by Thunder Road Rod and Custom, of Dearborn, Michigan, on Deuce one-piece stamped reproduction '32 'rails that are fully boxed. It is pinched 3/4 inch in the front with a Chassis Engineering X-member, flat front crossmember, and round rear crossmember. The car features custom-made motor mounts, transmission mounts, and shock mounts. It is equipped with a Magnum 5-inch dropped and drilled I-beam front axle with '47 Ford split wishbones.

The truck's hot rod stance is accomplished through the combination of a Durant Super Low front spring, Pete & Jakes F-1-style chrome hooded shocks, and Firestone bias-ply Dirt Tracker 5.00x16 tires in the front and complementing 7.50x16 tires in the rear. The brakes are all Ford as well with donations from an '86 Ford van for stock drums and hardware. Making it look old was no challenge, with '39 Lincoln backing plates and Buick finned drums. You'll look long and hard though for the Wilwood remote reservoir under the sly cover of a VW air cleaner mounted in the custom maple bed. The rearend began life as an '86 Ford 9-inch rearend but has been modified with an all-nodular centersection, Detroit Locker, and a cut-down '40 Ford axle end to make it appear as an early Ford rearend. It has a SO-CAL Speed Shop main leaf with reversed eyes.

The sinister black finish by Richie Poland and the owner was completed with Sherwin-Williams Ultra 7000 basecoat/clearcoat in (what else) gloss black. The interior, simple yet elegant, features a modified '33 Ford truck dash with a handmade insert and Auto Meter gauges in Antique Beige. The customized Kirky aluminum drag seats stand out against the flat tan paint of the interior. The truck also features a SO-CAL four-spoke steering wheel with handmade magnesium, fully functioning knock-offs.

Probably the most unique and noticeable feature on Aaron's truck is the lack of carburetors. OK, they're there; you just have to look for them *inside* the manifold. While he nixed a small-block from the start, he considered a Flathead V-8. Then he came across a marine intake at a Ford swap meet. While he didn't buy that one, it got the machinist wheels in his head turning. A couple years later he would revisit the idea and eventually purchase a '50s marine intake and carburetors on eBay knowing nothing about the setup. "There really aren't many people who know about them (Carter YH sidedrafts) and much like old hot rodders, old boaters are dying off," Aaron laments. After a successful trial on his freshly rebuilt 312ci '57 Y-block he sourced the parts and rebuilt the carburetors. He then hand-fabricated water necks to make the setup work; the system is "super reliable."

The custom maple wood bed floor has remote master cylinder reservoirs mounted under aluminum covers (Volkswagen air cleaners) in the bed floor.

Aaron modified the Kirky aluminum drag seats. The Hurst speed drilled shifter is paired with the SO-CAL Speed Shop four-spoke wheel.

Aaron filled the '33 truck dash with Auto Meter Antique Beige gauges.

But like any good hot rod project, at least one thrash was involved, well two in Aaron's case. The first was to show the car in bare steel at the '06 Detroit Autorama, which he calls his most memorable experience with the truck. The positive feedback he received there kept him excited about the build and how the end result would turn out.

The second thrash was a little more personal and involved a fiancée! Five years after beginning the project with a wedding in the near future he told Holly, his then wife to be, a wedding could only happen if they drove the truck on the big day. So the thrash began. In seven short months he built the engine, transmission, and rearend as well as completing the bodywork, paintwork, wiring, and assembly. It literally came right down to the wire, the final week before the wedding when his good friends Henry Richards, of Steadfast Manufacturing, and Patrick Plenge, of Patrick's Rod and Trim, stepped in to help, spending that final week in Aaron's dad's garage.

The truck rolled out of the garage the day before the wedding; completing its shakedown run en route to the rehearsal dinner.

Luckily for Aaron (and his bride to be) everything went swimmingly and the wedding went off the next day without a hitch. A year later the truck is still going strong with 6,000 miles on the clock and an award from the '10 Detroit Autorama. He received the Builder's Choice award from Alan Johnson, the builder of the '09 Ridler Award winner. Aaron says, "It's a great feeling when you get someone like that complimenting you!"

While his mind swirls with ideas for the next project, he will continue to drive and enjoy his "practical" truck taking him to and from work each day and hauling those all-important swap meet bargains. SR

FACTS & FIGURES

Aaron Blatter
Ashland, Ohio
1932 Ford channeled pickup

CHASSIS

Frame / Manufacturer	'32 'rails, boxed / Dearborn Deuce
Wheelbase	105.75
Modifications	Fully boxed, bolt-in front bevel hole boxing plates from Iona Hot Rod Shop (Ionia, MI), pinched 3/4 inch in front, Chassis Engineering X-member, flat front crossmember, round rear crossmember, custom-made motor, transmission, and shock mounts
Chassis plumbing	mild steel
Rearend / Ratio	'86 Ford 9" (nodular centersection) 31-spline Ford axles (appear as an earlier Ford rear axle) / 4:10, Detroit Locker
Rear suspension	Owner-fabricated triangulated four-link, '40 Ford split wishbones lower, hand-fabricated upper bars and brackets; SO-CAL Speed Shop (Pomona, CA) reversed eye main leaf; Pete & Jakes (Peculiar, MO) chromed shocks
Rear brakes	'86 Ford van new old stock Ford drums and hardware
Front suspension	Magnum Axle (Oakhurst, CA) 5-inch drop, drilled, and filled I-beam with split '47 Ford wishbones; Wilson Welding (Flower Mound, TX) '40 Ford spindles Durant super-low springs; Pete & Jakes chromed F-1 shocks; owner-fabricated Panhard bar
Front brakes	Wilson Welding '39 Lincoln backing plates, Buick aluminum drums
Master cylinder	Wilwood (Camarillo, CA) remote reservoir with a hand-fabricated '40-style pedal assembly
Steering box	F-100 side steering box with Flaming River (Berea, OH) universal joints and stock F-100 column drop
Front/rear wheel make, size	original '40 Ford steel 16x4
Front tire make, size	Firestone bias-ply 5.00-16 Dirt Tracker
Rear tire make, size	Firestone bias-ply 7.50-16 Dirt Tracker
Gas tank	Vintique '32 repro steel car tank, 11 gallons with a modified filler neck
Special chassis features	perimeter of the frame by Thunder Road Rod and Custom (Mansfield, OH); centersection, all mounts, suspension, steering, and four-link by Aaron

ENGINE

Make	'57 Ford Y-block
Displacement	312"
Machining / Assembly	Aaron rebuilt the 312 with NOS pistons
Radiator	Walker Radiator (Memphis, TN) four-core radiator with a 4-inch chop, hand-fabricated water necks
Alternator	Powermaster Performance (West Chicago, IL) PowerGen
Valves / Springs	stock valves with Schieffer springs
Manifold / Induction	Marine manifold with Carter YH sidedraft carbs
Ignition / Wires	MSD Ignition (El Paso, TX) with MSD wires and Holley (Bowling Green, KY) dual point distributor
Headers	Aaron-fabricated, lake-style headers
Dress-up items	Offenhauser unpolished valve covers, brass air cleaners

TRANSMISSION

Make	Ford '62 T-10
Shifter	Hurst, speed drilled
Trans mods	rebuilt by Aaron
Driveshaft	custom-built steel

BODY

Body style	Ford '32 pickup cab, Last Refuge Hotrod (Dolores, CA) stock length pickup bed
Body manufacturer	Ford Motor Company
Body mods	channeled 3", radiused cowl bottoms, custom rear panel with V-8 stamp, flush fit doors front and rear, molded exposed hinges, chopped 3", smoothed-out visor, all-new sheetmetal from belt line down, grafted different visor on from another '32 truck, left bed at stock height, unchanneled to make belt line match, shortened 13", '37 tailgate, hinges, and chains, '37 car taillights, radiused stake pocket bottoms, radiator shell dropped 3" and filled, original firewall dropped 3" and smoothed, custom maple wood bed, remote master cylinder reservoirs mounted under aluminum covers (Volkswagen air cleaners) in bed floor,
Grille	stock shell, filled left at stock length, dropped 3" to match the channel Vintique insert
Bodywork	owner
Paint / Color	Sherwin-Williams Ultra 7000 basecoat/ clearcoat gloss black
Painter	owner and Richie Poland (Ashland, OH)
Striping	Josh Shaw (Cleves, OH) pinstriped the header panel inside cab
Headlights / Taillights	Bob Drake Reproductions (Grants Pass, OR) halogen, SO-CAL Speed Shop dropped and narrowed headlight bar with '37 Ford car taillights

INTERIOR

Insert / Gauges	'33 dash modified by the owner and filled with Auto Meter Antique Beige gauges
Steering wheel	SO-CAL Speed Shop four-spoke with handmade magnesium functional knockoffs
Wiring	custom wiring by Henry Richards of Steadfast Manufacturing
Steering column	modified F-100 with Flaming River universal joints and stock F-100 column drop
Pedal assembly	hand-fabricated '40s style
Seats	Kirky alum drag modified by the owner
Upholstery material/color	black cushion

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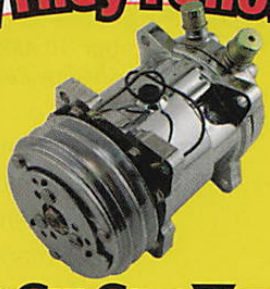

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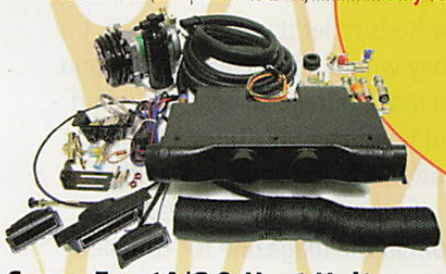

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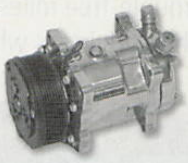

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BY RON CERIDONO | ron.ceridono@sorc.com

2010 AMSOIL/STREET RODDER Road Tour

Putting it all together

Our '10 AMSOIL/STREET RODDER Road Tour car is based on a Shadow Rods XL27 roadster pickup body, bed, and LRHC chassis.

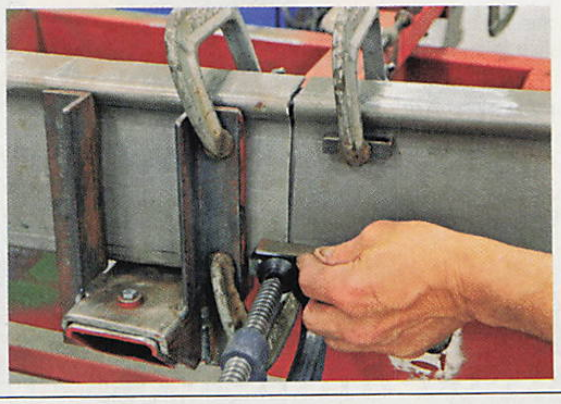
Our hobby attracts participants for a variety of reasons, and while collecting trophies appeals to some the real enjoyment is hitting the open road in something as unique as a street rod and heading to an event to hang out with a bunch of like-minded folks. When *STREET RODDER*'s Road Tour program began, the idea behind it was to reinforce the fact that a well-built car made from today's readily available aftermarket parts could be safe, reliable, and fun to drive. It's a point we've been making since 1996 when Jerry Dixey racked up 27,000 miles in the first Road Tour car.

Each year we've called upon some of the biggest names in the business to pull the Road Tour car together and for 2010 we were lucky enough to have the collaborative efforts of Jon Hall's Shadow Rods (builders of the redesigned Model T, the XL27) and Zane Cullen and his crew of craftsmen at Cotati Speed Shop.

The basis for new tour leader is a Shadow Rods XL27. Built in a variety of configurations, all are based on a stretched and deepened '27 T, however, builders can choose from a roadster body with trunk, lakes modified, or roadster pickup. In addition there are fendered and highboy options. Add to this the chassis choices with either a traditional frame or the Low Ride-High Caliber (LRHC) design and Shadow Rods offers the most versatile street rod components available. For 2010 we chose a Shadow Rods XL27 roadster pickup on an LRHC chassis.

To complete the Shadow Rods roller it was shipped to the Cotati Speed Shop where they would finish construction and add a number of features to make our car unique, including a race car–inspired nose and hood by Clay Cook, a top by Rod Tops, upholstery by Time Machines Unlimited, with a Wise Guys seat, and a host of other custom touches.

While we don't have room in the magazine for complete coverage of the Road Tour roadster pickup build (although a book covering its construction from start to finish will be available soon) the following is a glimpse at what it took to get it together (also see the full feature on page 33). We should point out that as this is being written Dixey has rolled up 10,000-plus trouble-free miles on the brilliant blue roadster pickup—but then driving is what the Road Tour is all about. SR



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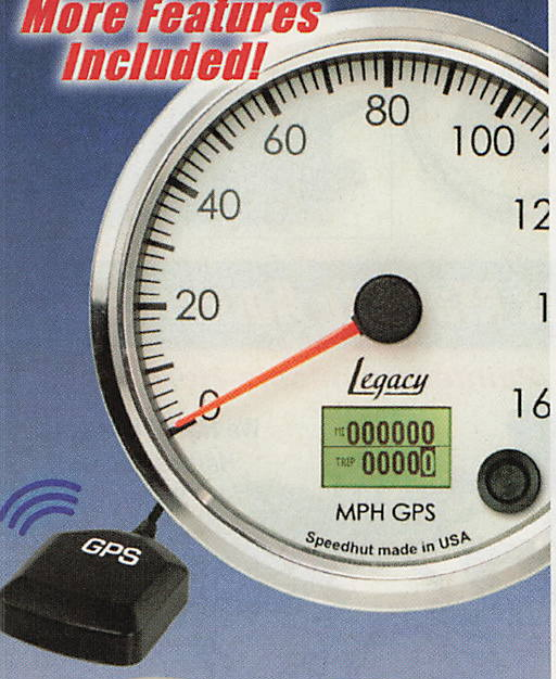

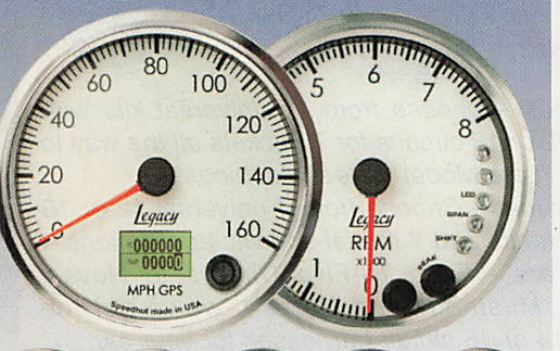

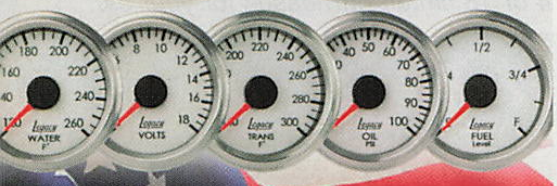

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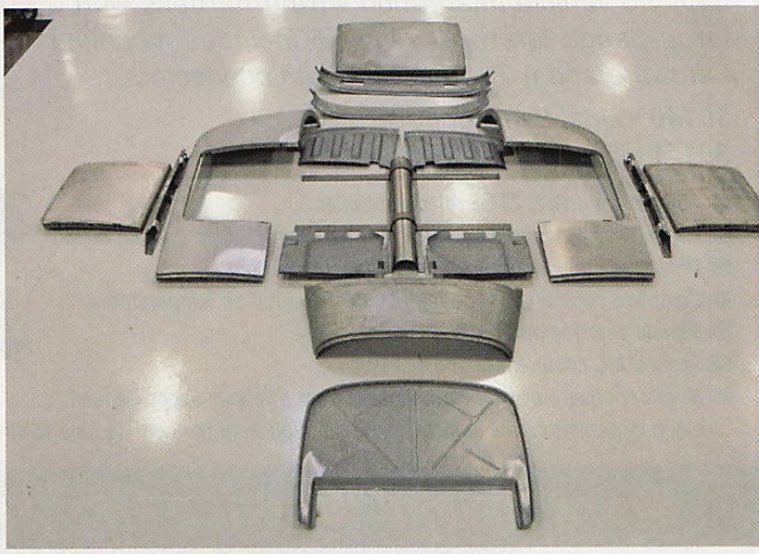
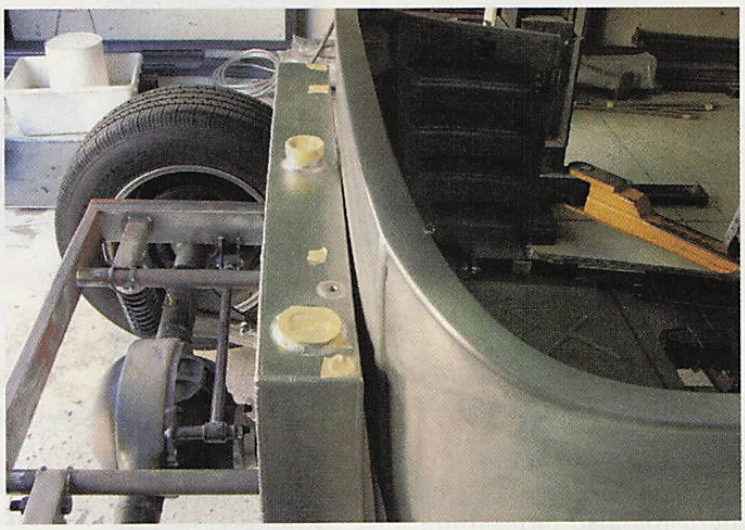
The LRHC chassis for our roadster pickup has a high kick-up in the rear that follows the contour of the body, a stout center crossmember, and a front crossmember that will get the truck down where it belongs

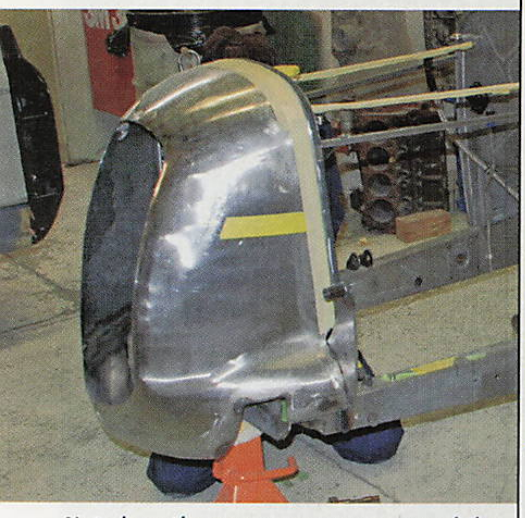


Shadow Rod's bodies are made from 19-gauge galvanealed steel and have a stamped inner structure, stainless steel door hinges, bear-claw door latches, and 11-gauge upper and lower seat supports.



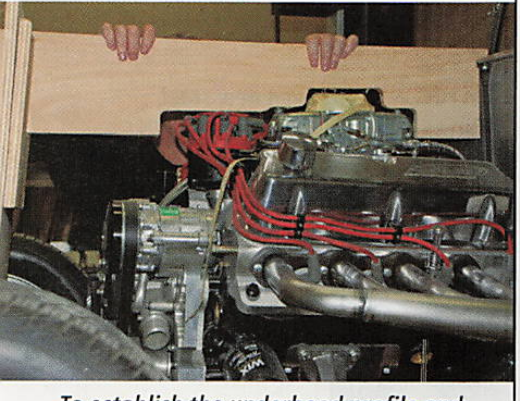
Fuel is carried in a custom tank that is included in the Shadow Rods package. It fits behind the body and in front of the bed.

One of this car's most distinctive features is the nose inspired by the '52 America's Most Beatuiful Roadster winner, the Bud Crackbon T. Clay Cook flew to California from Kentucky to build a buck. Back in his shop in Erlanger, KY, Cook used an array of metal-shaping equipment, not to mention his enormous talent, to fabricate the new nose and hood.

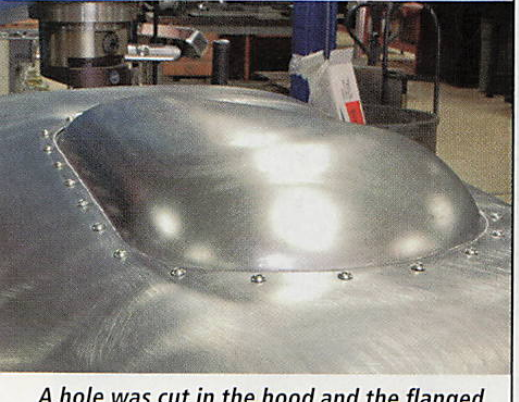


Note how the new nose wraps around the framehorns and the front crossmember.

Cook also fabricated the hood, which has been marked for a bubble necessary to clear the air cleaner.



To establish the underhood profile and determine the size of the air cleaner bubble, a wood template was made.



A hole was cut in the hood and the flanged bubble was attached with polished button head screws from Stainless Specialties. They also supplied the fasteners for the car.

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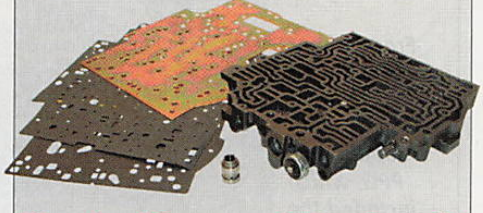

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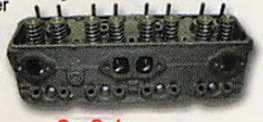

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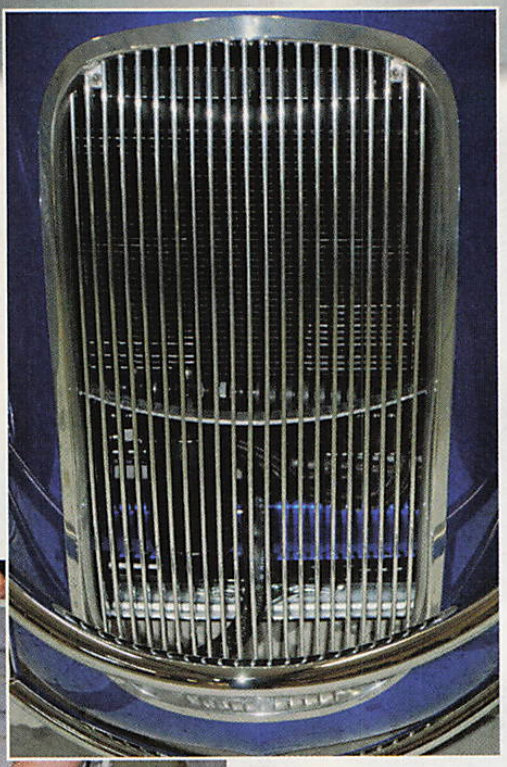
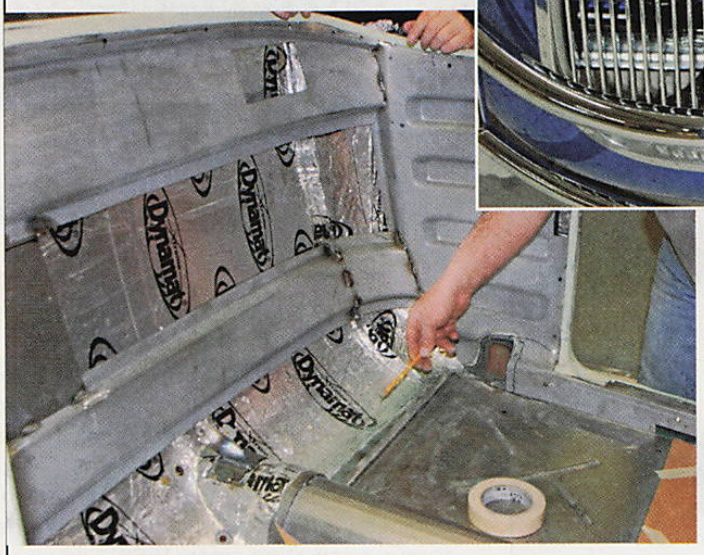
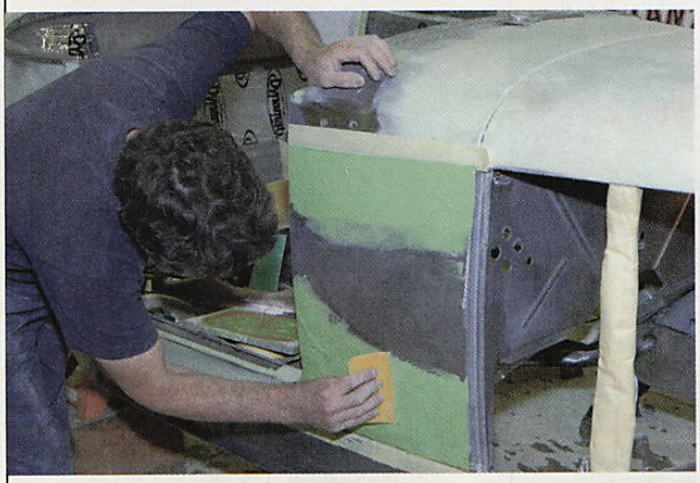


The finishing touch on Cook's brilliant metalwork is an equally beautiful insert by Alumicraft.



From start to finish no detail was overlooked by the Cotati Speed Shop crew. Prior to paint and upholstery, the inside of the body was treated to a layer of Dynamat. All the weatherstripping that will be added is from Steele Rubber Products.



Even new steel bodies have minor imperfections, to make them smooth as glass the flanks were given a skim coat of polyester then block sanded.

From primer to paint all the paint products were supplied by PPG, which included the water-borne Envirobase basecoat system.

Before the final color coats were applied, the body was primed and block sanded repeatedly. A guidecoat of dark primer over the lighter gray helps expose any high or low spots.

Envirobase is PPG's third generation of water-borne paint. It meets all the strict volatile organic compound (VOC) paint standards set by the state of California.

After the clearcoat was applied, all the painted surfaces were carefully color sanded.

A final polish and the surface is smoother than a baby's bottom—note the reflection in the surface.

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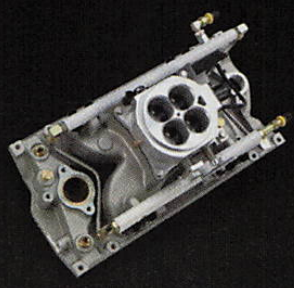
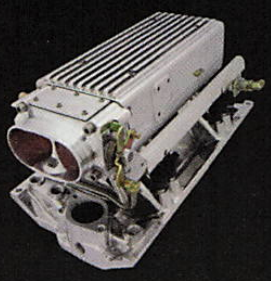


4-barrel MPFI Systems



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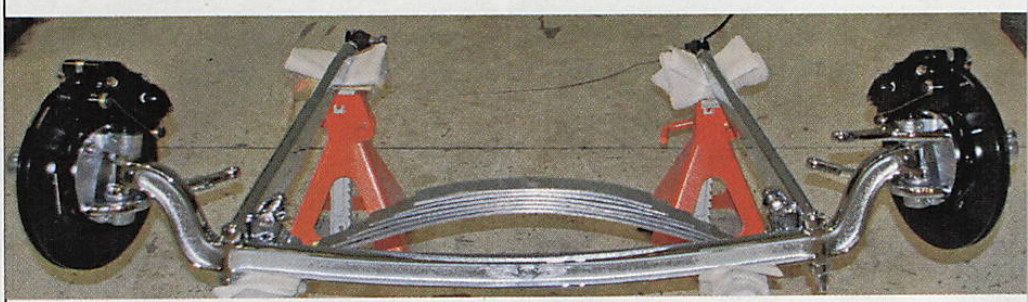
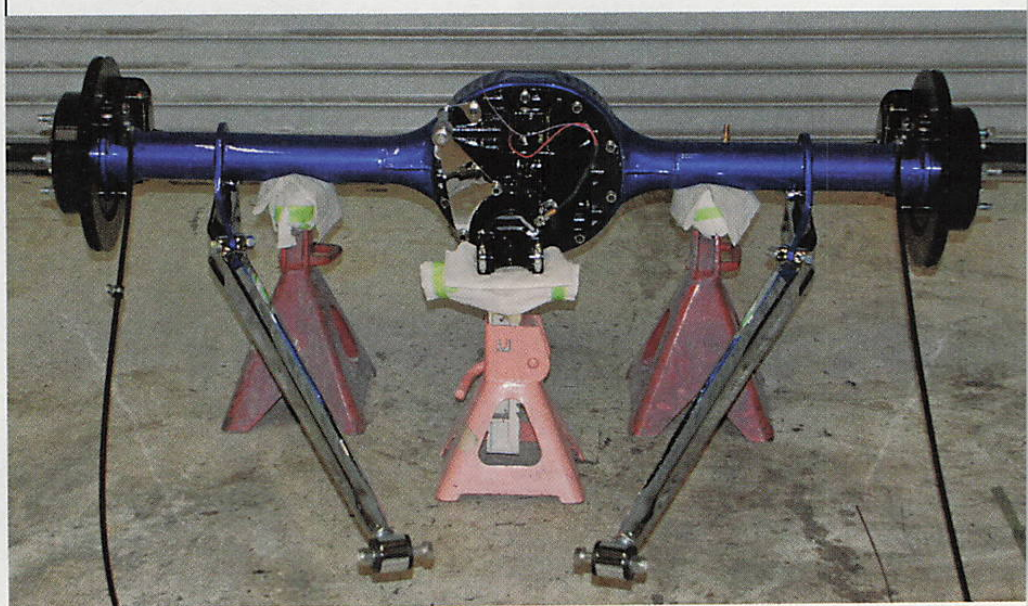
With the frame painted, the Cotati crew began plumbing the chassis. Brake components are from Wilwood—including the adjustable proportioning valve (left) the dual reservoir master cylinder, and the residual pressure valve for the front brakes (right).

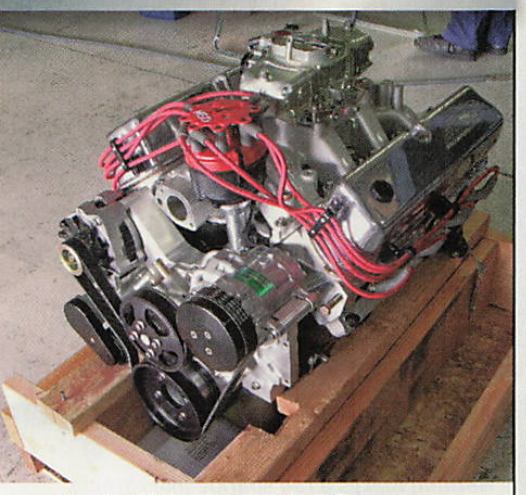
Mounted on the right along with the battery is the Aeromotive pre-filter (with the red shut-off lever) fuel pump and post filter (right to left).



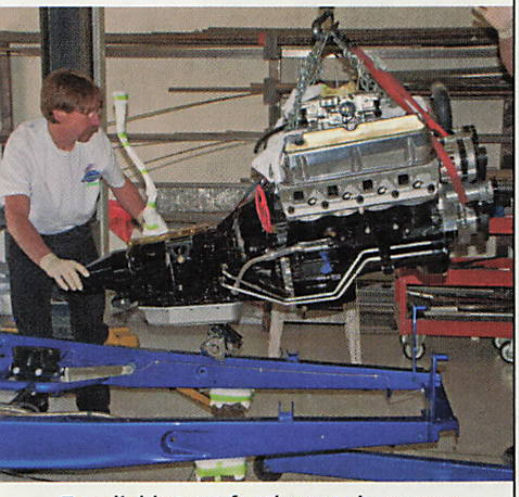
The front radius rods are from Shadow Rods; the remainders of the front suspension components were sourced from Pete & Jakes while the brakes are from Wilwood.



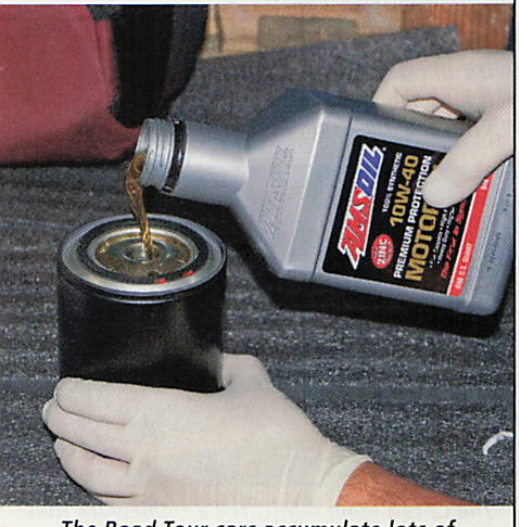
Bringing up the rear is a Moser rearend (31-spline, 3.5 gear) located by Shadow Rods ladder bars. The rear disc brake assemblies, with parking brakes, came from Wilwood.



Fresh off the dyno at Smeding Performance this 427 ci small-block Ford pumped out 462 hp and 529 lb-ft of torque. Spinning the accessories is a Front Runner serpentine system from Vintage Air.



To reliably transfer the massive power of the big-inch small-block we turned to Gearstar Performance Transmissions for a Ford AOD Level IV automatic overdrive transmission. Along with a long list of internal modifications it's equipped with a custom 10-inch, non-damper style, billet converter with stall speed tailored to the engine's specifications.



The Road Tour cars accumulate lots of miles with little time for maintenance. To provide the protection it needs AMSOIL synthetic lubricants are used exclusively.

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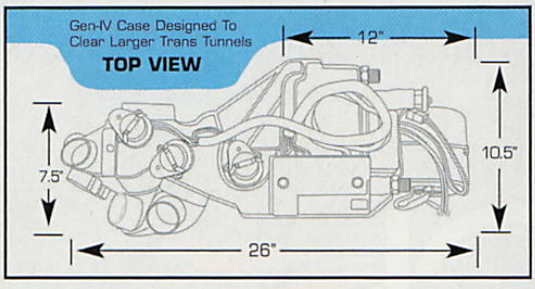

On custom fit applications the unique shape of the Gen IV allows fitments in vehicles with high transmission tunnels and stepped firewalls such as cars of the '50s through the '80s.

The Gen IV is also available as a complete Sure Fit kit for popular classic cars such as Tri-5 Chevys, Camaros, Corvette, Impala, Firebird, Barracuda and Challenger, Mustangs and others.

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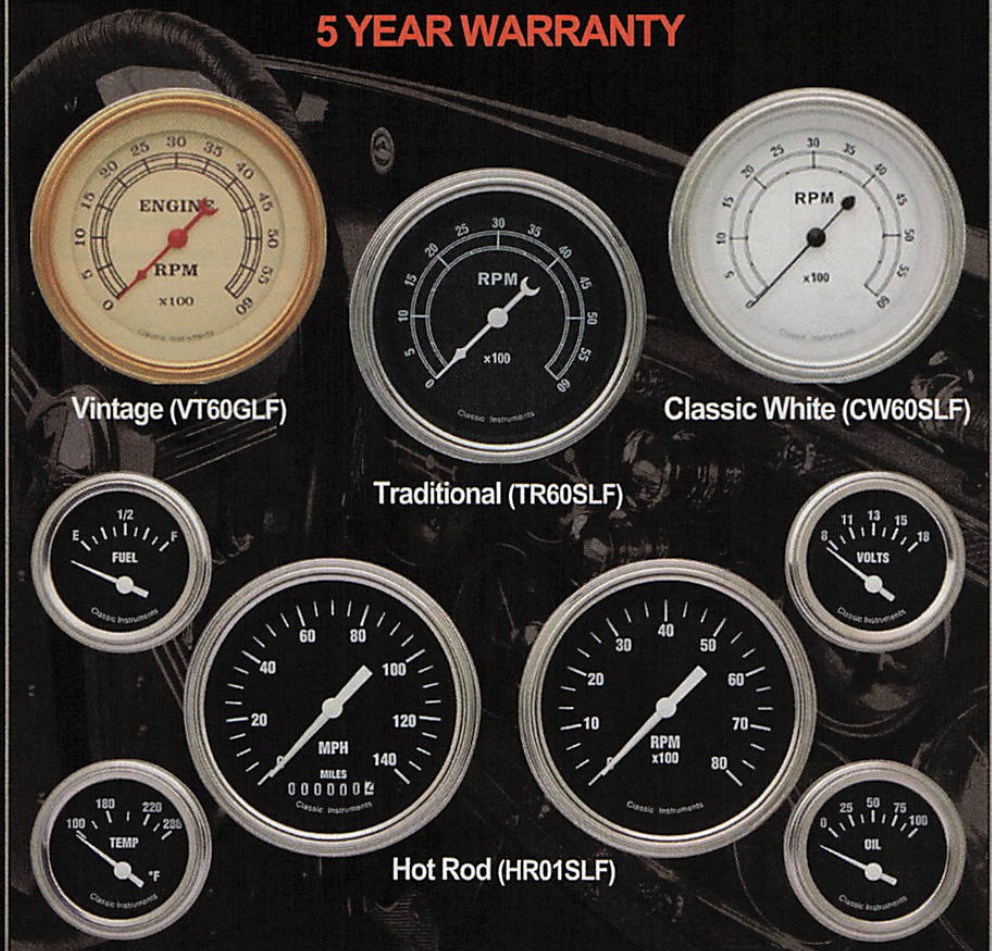

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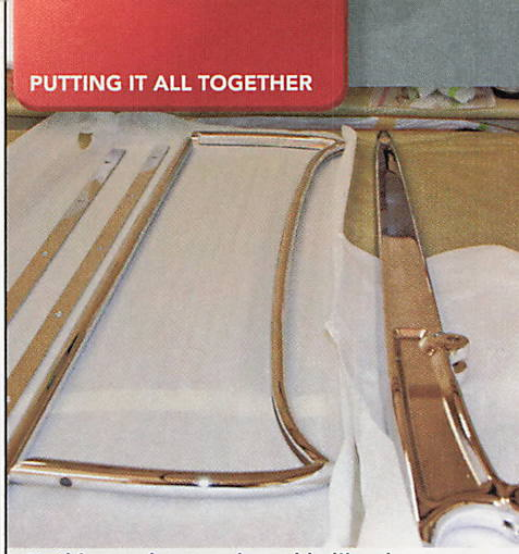
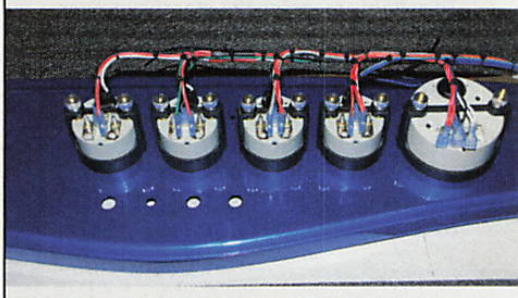
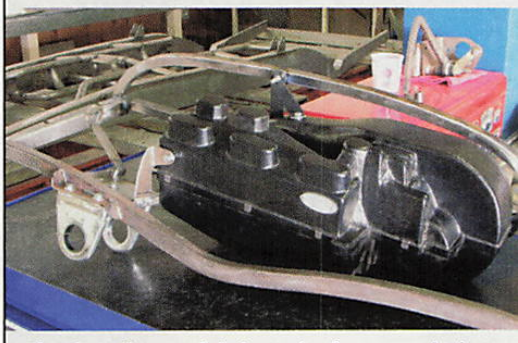


Nothing makes a rod sparkle like chrome, and Sherm's Custom Plating did their usual outstanding job of bringing on the bling.

When it came time to string the wires in the roadster the Cotati crew used a fuse panel and accessories from Painless while Powermaster supplied the starter and alternator.



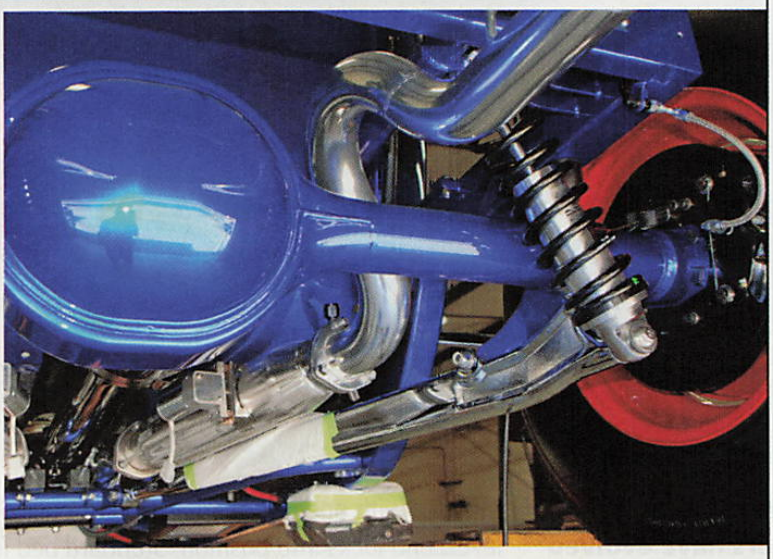
The removable dash simplifies wiring, but it still takes skill and patience to make it look this good. Instruments are the Cruiser series from Auto Meter.



The Cotati team fabricated a framework that attaches to the body and mounts the steering column and the Vintage Air Gen II Compac heat and air unit. For mock-up purposes an empty ca available from Vintage Air, was used.

As this car is built for driving, the necessary switches are in plain sight and easy to get to. Thanks to the gauge harness, the finished dash could be installed with the wiring intact.

Exhaust leaves the engine through Patriot headers and is routed through VaraFlow mufflers (note the solenoid that controls exhaust tone). Rear coilovers are Vipers by Pete & Jakes.



Out of Cotati Speed Shop for it's first testdrive and the opinions were unanimous, it works every bit as great as it looks.

A final check and a wipe down and the '10 AMSOIL/ STREET RODDER Road Tour Shadow Rods XL27 roadster was loaded into an Intercity Lines trailer and delivered to Jerry Dixey for the first leg of a summer full of traveling to events.

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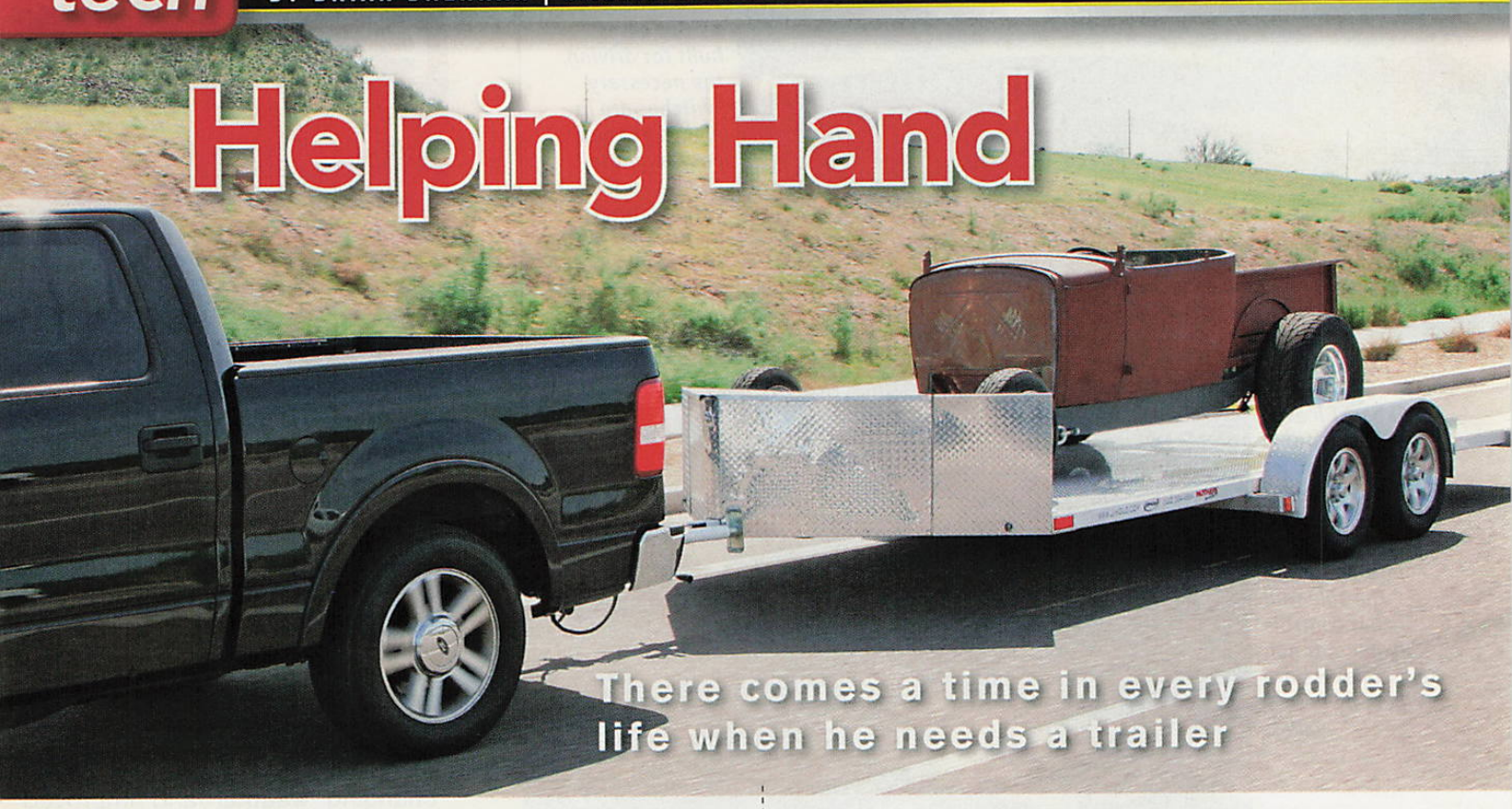

There comes a time in every rodder's life when he needs a trailer

Trailers were, are, and will always be an integral part of rodding. Trailers have evolved into an indispensable part of our rodding life. To the hands-on rodder a trailer becomes a useful tool that when used properly becomes a problem solver.

There are two "tools" many of us wish we owned before tinkering with our first hot rod—a pickup truck and a trailer. Both have their place in our sport even if it's behind the scenes.

Let's take a look at two fundamental types of trailers: open and enclosed. There's no better place to gain this information than JIMGLO Trailers, located in Willcox, Arizona. Owners Jim and Gloria Norris, along with their son Tim, have spent the past 23 years hand-building custom trailers. Looks and function follow form in these limited production units.

There are books written on the subject of trailers and towing but our objective isn't to be the be-all or end-all on trailering, but rather to gain some guidelines on a trailer suitable for our rodding needs. Additionally we will look at two critical trailer accessories: Mac's Custom Tie-Downs and Master Lock security components.

Either an open or enclosed trailer will do the job but there are trade outs. Open trailers typically cost less and are more easily towed and stored, however the enclosed trailer, while costing more, offers added protection, a level of security, and don't forget it makes a great portable and/or long-term storage unit.

OPEN TRAILER

The open version (standard in black or white) couldn't be any easier to load. The JIMGLO Trailers TiltBed design releases with one lever and as the car pulls onto the bed it levels and locks into position. Standard bed length is 17 feet with optional lengths of 18-, 19-, 20-, and custom-length decks. Electric brakes are standard on all four wheels but you can get an optional disc brake package. Speaking of electrics, the electrical hook up is the industry standard seven-pin RV plug. This design eliminates the need for ramps and a JIMGLO trailer is built low to the ground with minimal ramp angles—two more pluses. The open trailer comes in three GVW ratings: 7,000, 10,000, and 12,000 pounds. These TiltBed trailers are also steel framed.

We had the opportunity to put nearly 500 miles in two days on our JIMGLO Trailers' open TiltBed trailer and we must say it towed effortlessly.

How many times have we loaded a car onto a trailer only to find out that there isn't enough room between the car's door and the trailer's fender? Unless you have a 20-inch waist, getting out is a real pain. The JIMGLO trailer has removable fenders allowing you to open the door and step out—like a normal 2XL hot rodder! These trailers also offer the widest width area between fenders.

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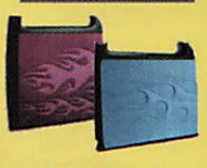

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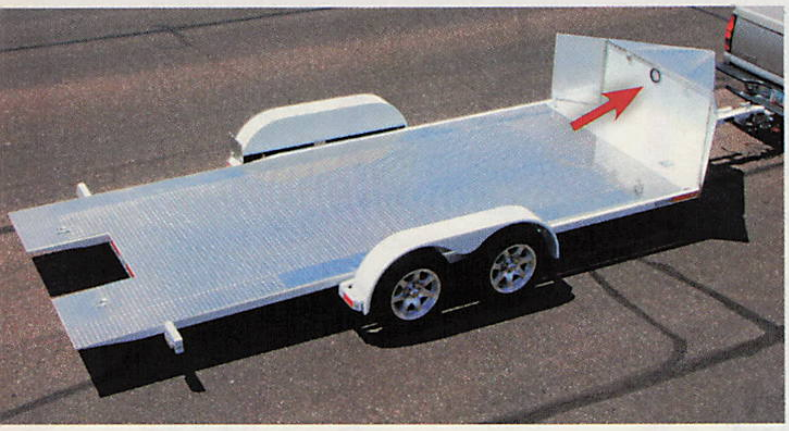
Here's the JIMGLO TiltBed with the bed up and ready to act as the ramp; aluminum wheels, aluminum fenders, and forward storage box with flip-up top.



Note the rear of the storage box has an optional cargo light, handy for night or other low-light situations. The trailer has the standard painted steel fenders.

This coupe is loaded and ready to be tied down.

its towing characteristics. All of us with towing miles under our backside have at one time or another experienced that "uneasy" feeling as the trailer attempts to take charge. Jim designs a 5-foot tongue into all his trailers with even weight distribution, enabling stable towing characteristics. We had the opportunity to tow an empty JIMGLO TiltBed (open) trailer from San Diego to our offices, nearly 100 miles, and could barely tell the trailer was there. Next up we towed our project '31 roadster pickup from our offices in SoCal to Phoenix (375 miles) at highway speeds approaching 75-plus miles per hour (don't worry it was the posted speed limit) and, once again, the trailer was right where it belonged—behind our '06 Ford F-150 pickup following the straight and narrow.

Within the JIMGLO TiltBed trailer is the two-frame system; the bed frame and the chassis frame. Each frame is designed

This sequence shows the hot rod being loaded and how the bed serves two functions: initially as a ramp and then locks into position as a bed. With fenders removed you can hop out easily as Jimmy Norris demonstrates.

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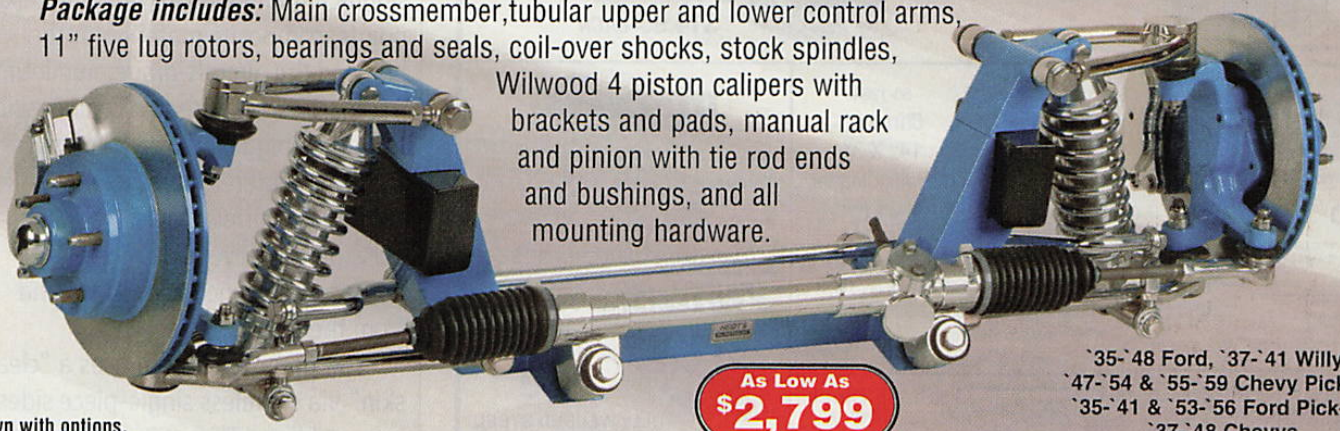

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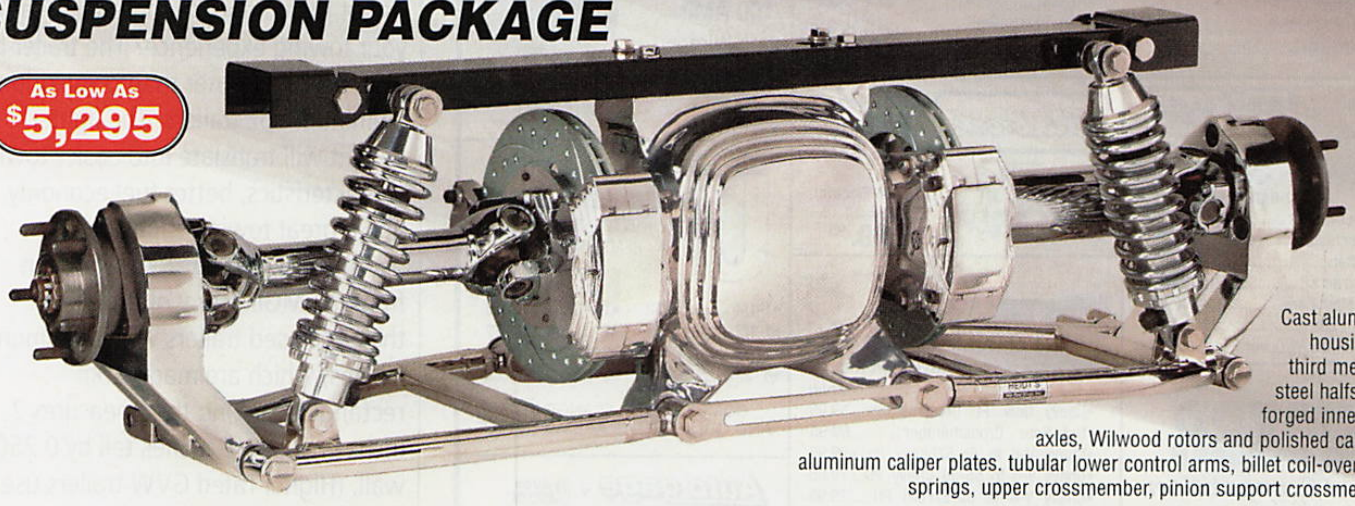

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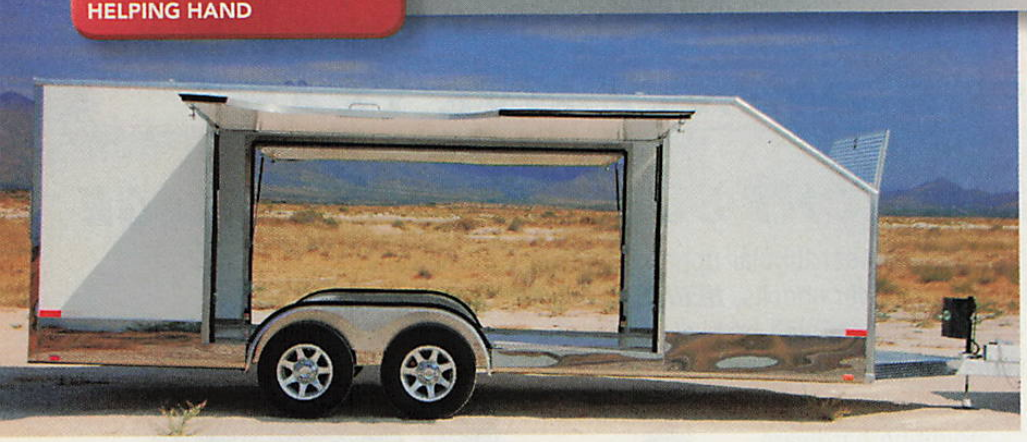

Look closely, you are looking through this enclosed JIMGLO trailer. If you want you can have both sides open up to allow easy egress and access to the trailer.

and operating in unison but separate from one another. It should be noted that you can load your trailer without it being attached to a tow vehicle; a unique and worthwhile feature.

The JIMGLO TiltBed trailers feature aluminum tread plate and trim; offering good looks and light weight. The lighter weight aluminum decking adds to the payload capacity, giving you the confidence to haul heavier street rods. All of the trailers' steel components are painted, visible surface or not. This thorough painting adds to the durability and mechanical longevity of a JIMGLO trailer.

ENCLOSED TRAILER

We could go on about any number of desirable characteristics of the JIMGLO trailers. There are three significant and industry-leading talking points; composite material for the box and the aircraft-grade aluminum frame. However, the third and possibly the single biggest plus according to the manufacturer (and the only trailer company to offer this) is the "easy exit" on the driver side, allowing no-hassle entrance and exit to and from the trailer. A real plus!

The patented design uses a "clean skin" via seamless single-piece sides, top, and floor. That means no rivets or joints, which makes for improved looks and enhanced strength. What does the use of the composite material mean to your towing experience? The trailer box is 25 percent lighter than conventional aluminum box trailers. The lighter weight will translate into easier towing characteristics, better fuel economy, and a great towing capacity.

And what about the aluminum frame? JIMGLO now offers all of their enclosed trailers with aluminum frames, which are made from rectangular tubing that measures 2 inches wide by 6 inches tall by 0.250 wall. (Higher rated GVW trailers use a 7-inch-tall aluminum rail.)

The previous generation JIMGLO enclosed trailer, such as a 10,000 GVW model, measuring overall at 22 feet with inside room of 6-feet 2 inches, weighs in at 4,150 pounds. Now the

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same trailer utilizing their newly designed and tested aluminum frame and composite box weighs in at 2,780 pounds. That's a 1,370-pound savings. The aluminum frame itself weighs approximately 1,250 pounds.

You can rest assured that's easily translated into better handling and braking characteristics, tire and brake wear, increased fuel economy, improved engine performance, and less wear on your tow vehicle's transmission. However, what may immediately jump to mind is that you now have effectively increased the weight of what you can tow. All are very important and worthwhile benefits.

Loaded with ample standard features, the JIMGLO enclosed trailer also offers accommodating options like a wireless remote that operates up to eight trailer functions, keyless entry, power-operated ramp door and tongue jack, and hidden winch.

The standard enclosed trailer comes in an 18-foot length with a 6-feet, 2-inch inside height. (Optional lengths 20, 22, 24, 26, and custom lengths; optional heights are 6-feet 6 inches, 7 feet, 8 feet, and custom heights, and the trailers come in 10,000 and 12,000 GVW ratings.)

There are a myriad of accessories, axles and braking, doors, cabinets, colors, flooring, ramp door assist and/or extension, storage box, wheels/tires, winch, and numerous other options. You truly can customize your open or enclosed trailer to suit your towing and storage needs.

TIE-DOWNS

A trailer can only be an effective means to an end if used properly and a significant part of this equation is making sure your cargo is anchored—correctly. To get the low-down on the proper use of tie-downs we went to Colin McLemore of Mac's Custom Tie-Downs. To keep it simple, we asked McLemore for some tips on how to strap down our street rod for the long haul on the back of a trailer.

The Federal Department of Transportation calls for securing

Here is a look inside the side opening trailer, maximizing ease of use.

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A forward view shows off the sloping roof that minimizes frontal drag with little or no sacrifice to the usable space within.

In this view it becomes apparent the seamless composite adds to the good looks but the hidden benefit is lightweight and strong.

a vehicle in all directions with a minimum of two tie-down points. When talking with Jeremy Smith of Mac's he tells us that they and most states agree there should be a four-point system; two front and two rear. That represents four separate rings on the trailer, and four separate straps.

Again according to Smith, Mac's always recommends that a car be pulled forward and back, with a slight bias toward the outside corners. This is done for several reasons. The inherent strength of a strap is in a straight line. Mac's straps are tested in a straight line and this is how they are rated. Pulling straight back with two straps that each have a safe working load rating of 3,335 pounds, making them ideal for our street rods.

If you cross your straps, that strength is hampered; also, if something goes wrong with one, the other will tend to pull the car to that side of the trailer.

A well-made axle strap will have a full-length, thick protective sleeve to prevent wear. But even the best protection will eventually wear out over burs and hard corners. If you can't route your straps away from these hazards, you can get some extra wear by raduising those corners and keeping everything clean and smooth.

Watch your routing for hazards like brake lines; you may not be able to crush it with the ratchet alone, but stomping on the brakes generates forces more than an order of magnitude greater.

Lay out your strap and open the ratchet to 180 degrees to release it. Pull the majority of the slack out of the assembly by pulling the end through the mandrel (slotted cylinder). The idea is to have less than seven rotations of the mandrel, thereby preventing an unmanageably large wad of webbing rolled up.

While you don't want too many rotations of the mandrel you can also get too few. You are looking for full two rotations of that mandrel. With any less, the strap can be very tight initially, but it's only

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a friction fit at that point and will loosen over time. At two rotations, the mechanical advantage becomes so great that the webbing cannot slip by itself, making a true lock that will not pay out with vibration. Almost all instances of loosening straps are traceable to too few wraps around the mandrel.

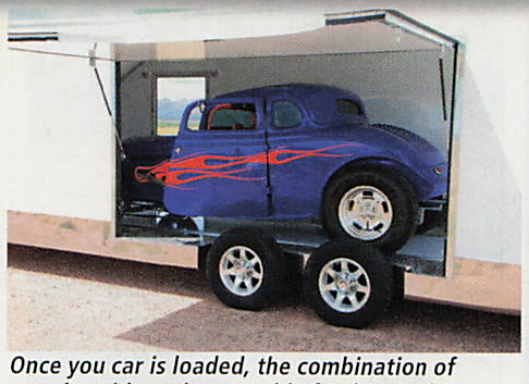
How to avoid one classic tie-down effort: the crossed straps. We must confess this is a mistake yours truly is guilty of and now very embarrassed. Smith pointed out why this isn't a recommended method for tying down your load. He told us, "Crossed straps are likely to wear on each other right where they cross, causing a shorter service life, and a potential failure point. If you lose one crossed strap, the natural tendency is for the other to pull the vehicle over to its side of the trailer."

He also pointed out that most accidents are from the front or rear, meaning that you will most likely need the full strength rating in those directions. All Mac's straps are designed and tested for linear tension (pulling diagonally reduces the tension and that reduction is magnified as the angle becomes greater).

The theory does something like: If your straps pull forward and rearward, with slight bias out to the corners, the car is held suspended between four points. If you lose one strap, it should not move much at all, since the remaining straps are keeping it suspended.

That excess webbing you have pulled through makes a mess of things, and flaps in the wind on an open trailer. Use a strap wrap to keep the assembly clean and tidy, extend the life of the strap and prevent damage from flapping webbing. Then when you are finished towing, wrap the straps up well, using the same wrap to keep the strap in a solid roll when not in use. It takes a moment more to do, but it will extend the life of your straps.

In the pre-planning stages here is another tip from Mac's. Put the car on the trailer before you need to leave, and tie it down. The most common



Once you car is loaded, the combination of opening side and removable fenders makes exiting the trailer as simple as can be. It also makes getting back in just as easy and aids in securing the car and loading other goods.

There is an optional electric winch in a 36-inch storage box with a side door and flip-up lid for easy access.

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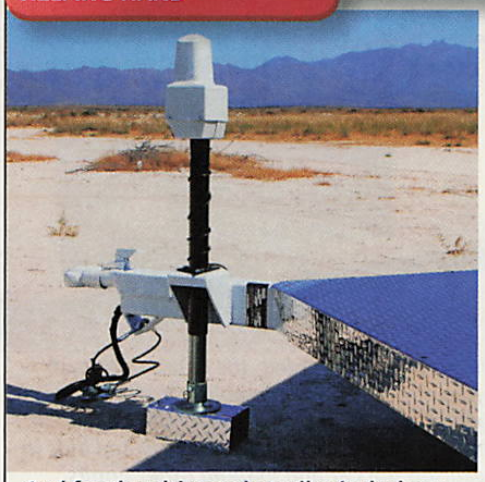

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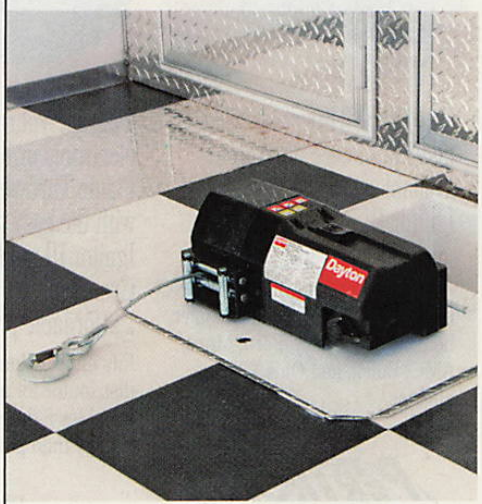
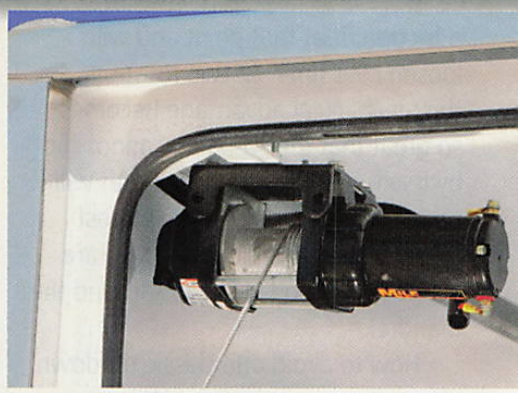
The optional toolbox for the TiltBed trailer is also home for the optional electric winch.

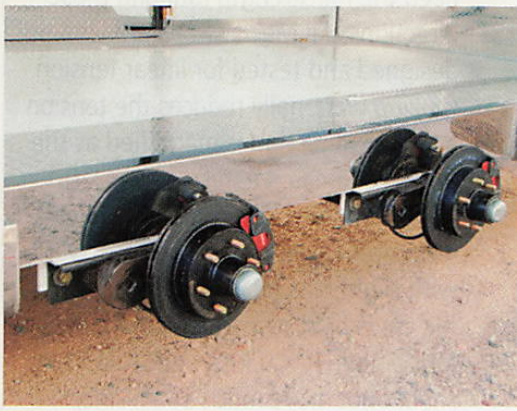


The box trailers also have an optional winch, which is neatly hidden beneath the flooring when not in use.



Another handy option for the enclosed trailer is the electric opening and closing ramp door assist.

Cabinets comes in either aluminum or stainless and both come with stainless tops.



Brakes, you want brakes?! How about four-wheel disc brakes in either electric over hydraulic or hydraulic surge brakes over both axles.

Fenders come in the standard painted steel or optional polished aluminum.

accidents are front and rear impacts, so it makes sense to prepare for those specifically. If you can see something that needs adjusting, now's the time.

We have all heard the expression: "If it is too good to be true then it isn't!" the same applies to securing your street rod to your trailer: If it doesn't look like it will work, it probably won't.

Now for the important piece of information. Your work hasn't stopped just because you believe you have done everything correctly in tying down your street rod. Your work has just begun. Before starting any trip your tow rig should already be checked and serviced and that means full of fuel. However, if you need to begin your trip by stopping at a gas station that is a good time to go over and check your trailer hookups and tie-downs. Ideally give yourself upwards of 100 miles and then stop and check again. If all is good at this point, odds are you are set for your trip. Remember every time you stop give your trailer and tie-down efforts a once over. You can never be too careful when towing.

SECURITY

OK, we have selected the proper trailer, our cargo is tied-down correctly, next up is some form of security. For this segment we went to Master Lock, all of us have at some time in our life come across a Master Lock locking device. I grew up and my dad always had a key-operated master lock on our garage and side gate to our house. (Dad never did give me a key!)

There are three immediate locking points on any trailer that involve security and safety (doors withstanding): the trailer coupler, receiver, and the coupler latch locks.

When the trailer isn't connected to the tow vehicle you have the trailer coupler lock to hinder, if not prevent, someone from attaching their vehicle to your trailer and leaving. The Master Lock Universal Trailer Coupler lock has an adjustable hitch ball that fits inside all tongue-type trailer couplers, and

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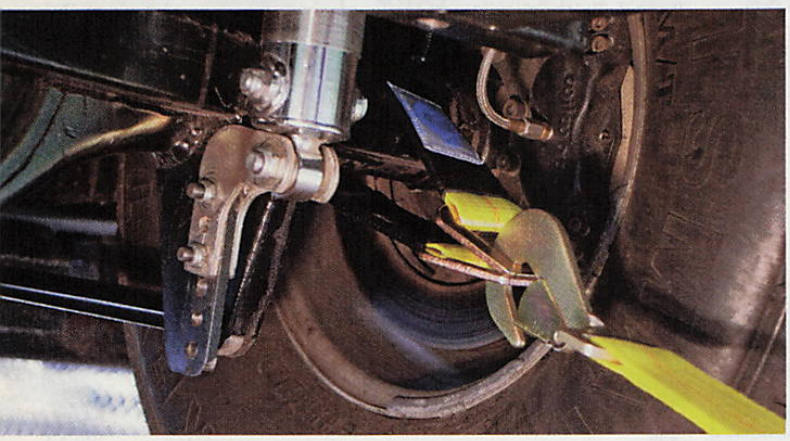
All JIMGLO box trailers are based on an all-aluminum 6-inch frame on 10,000 GVW and a 7-inch frame on 12,000 GVW. All other crossmembers are aluminum as well.

The Mac's Custom Tie-Downs Pro Pack comes in a number of configurations and lengths; check with Mac's to see what will serve your needs best.



A padded axle strap is ideal for use in limited space applications allowing the tie-down to be easily attached.

A padded axle strap used in tandem with a fleece sleeve protector is ideal to run through a wheel (protecting the wheel) and then anchoring the car stable.

Remember you are looking for two full rotations around the mandrel; too few rotations and straps can easily loosen.

locks in place to prevent anyone from hitching the trailer to their vehicle. Unlike standard coupler locks, its adjustable size is designed to fit the widest array of trailers in use, including 1-7/8-, 2-, and 2-5/16-inch sized couplers.

The next two are both for security and safety purposes and should be mandatory for anyone towing. There's the receiver hitch locking pin, which makes it difficult, if not impossible, to pull the pin on the receiver; and, the coupler latch lock to prevent the latch from coming loose during operation; it also offers added security when the trailer is parked as the coupler latch cannot easily be lifted for use.

Master Lock offers a same-key locking system for the trailer coupler, receiver, and coupler latch locks. One key does it all; the kit also includes a convenient carrying case.

There is one last very cool accessory that Master Lock has and that is the Plug'n Go Back-Up Camera. It is held in place by a strong magnet and locks via a receiver lock. The 3-1/2-inch screen can be placed anywhere on the dash and plugs conveniently into the vehicle's lighter or accessory plug. The system is specifically designed to make hitch alignment and monitoring of what's being towed easier and safer. Now that's cool. I found it particularly reassuring while driving; you could check on your hitch and trailer while at speed—very reassuring.

Well, there you have it. As we said earlier this isn't the definitive article on towing, wasn't supposed to be, but it does give you some "food for thought" on open and enclosed trailers; securing your car to your trailer; and trailer security. Armed with this information you should now be able to make some good long-term decisions on the very important art of towing. SR

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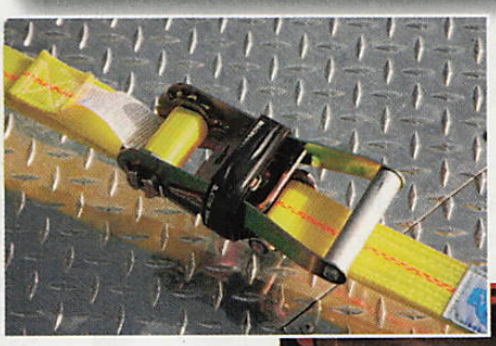

The ratchet should be anchored shut itself with strap bands; these Velcro-equipped straps will hold tightly and hold the ratchet closed.

Although it looks good—it isn't. Crossed straps are a common mistake. All tie-down straps should be pulling straight, this is the way the straps are rated and will be less likely to chafe one another.

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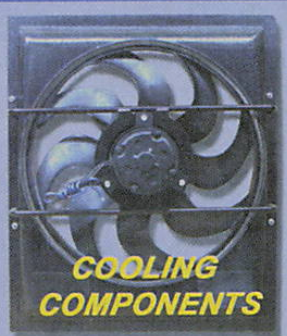

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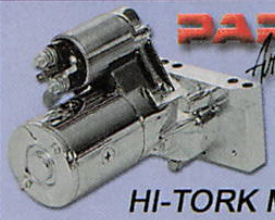

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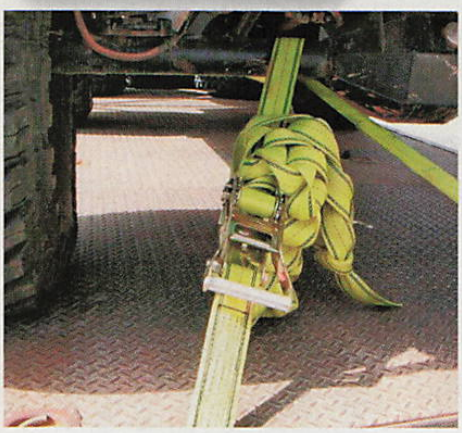
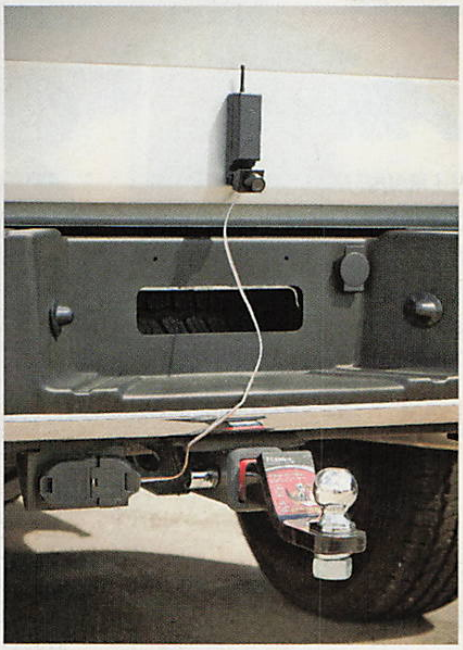


The way we see it; if you can't see that these methods of tying down your street rod should never be attempted then maybe you shouldn't be towing in the first place.



Master Lock's Plug'n Go back-up camera is an ideal accessory for individuals attempting to hook up trailers and tow vehicles by themselves. Held in place by a magnet and locks via a receiver lock, the 3-1/2-inch screen is ideally suited to be used in the cab.

The Master Lock same-key locking system is ideal for the towing rodder. Kit includes trailer coupler, receiver, and the coupler latch locks.

The Master Lock Universal Trailer Coupler Lock has an adjustable hitch ball that fits inside all tongue-type trailer couplers and its adjustable size is designed to fit 1-7/8-, 2-, and 2-5/16-inch sized couplers.

The Master Lock receiver hitch locking pin is another ideal method of security as it locks the pin onto the receiver.

We couldn't pass by this accessory—Master Lock's interchangeable tow ball mounting pin. You can carry several sized tow balls and interchange different size balls in seconds.

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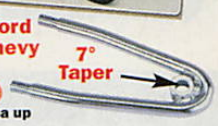

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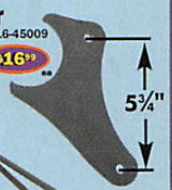
3/8" steel, 3/8" holes.



42" Ladder Bar Kit

One pair of 42" heavy wall ladder bars, 3/4" heavy duty front rod end and jam nuts, stainless steel 11- degree 5/8" rear rod ends and jam nuts, lower coilover mounts and rear axle brackets. Welding and fitting required.

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2½" Corvette Style Manifolds

2½" outlets and have provisions to accept original alternator type brackets.

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Y-Block Ford "Tru-Ram" Manifolds

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Plain, CHROME or Tech-T reversed boxes. $369.99-$969.99

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916-32002 MOUNT $17.99 ea

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Greater length is ideal for non-fendered cars! Female 11/16" RH threads at end to accept a Ford tie rod for the perfect nostalgia touch. Axle end is tapped 5/8" NF RH thread in both legs. Not for use with rear suspension.

916-45114 Plain $159.99 pr

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Diane and Tom Walsh's built-for-the-road coupe

BY TIM BERNSAU

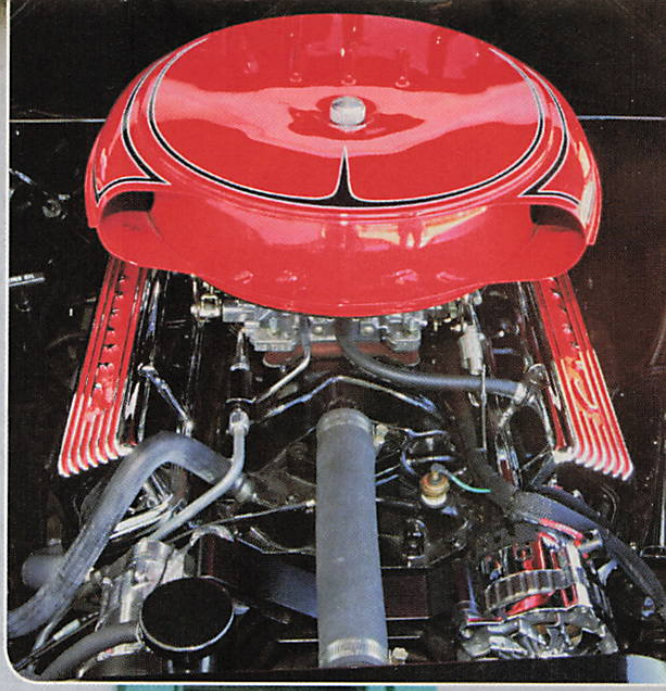
Interstate '40

Probably the best decision hot rodders can make is to marry someone who is as crazy about cars as they are. That's exactly what happened to the owner of this beautiful black '40 Ford DeLuxe coupe. Diane Walsh has a husband who loves hot rods just as much as she does.

In fact, both Diane and Tom are big '40 Ford fans. For Diane, it's a car she's always admired for its style. For Tom, it goes back to nostalgic memories of the Flathead-powered '40 his older brother, John, owned back in the mid '50s.

That was the first car Tom ever drove, and he didn't get far before being pulled over by the friendly neighborhood cop. "Does your brother know you have his car out?" the officer asked him. "No sir," answered the 10-year-old peering up from behind the steering wheel. "Then why don't you drive it home right now and put it back right where it was, and I won't say anything to your brother. And don't drive again until your get your license."

In addition to liking hot rods, Diane's husband builds hot rods—and he's really good at it. Tom Walsh has built record-setting Bonneville racers and America's Most Beautiful Roadster finalists and winners, including the red '32 roadster you saw in these pages a few months ago and may have seen at the Grand National Roadster Show in January. In this case, the goal wasn't to win a trophy or set a land speed



The flashiest part of the whole car is the bright red Cadillac air cleaner with a little bit of black graphics and white 'striping. The dependable Chevy 350 has carried Tom and Diane all over the western United States.

record, but to drive a cool-looking resto rod. It didn't have to be radical—just practical, reliable, and fun.

The buildup of this coupe was a two-year project, preceded by 25-year hibernation covered in a barn. When the Walshes bought the car, the body was nice, and it showed signs of having been hot-rodded at one time. From the looks of the frame and the position of some crossmembers, Tom figures it might have been Olds- or Cadillac-powered in a previous incarnation.

Now it's Chevy-powered, courtesy of an 0.030-over 350 small-block, balanced and blueprinted, and nostalgically dressed with a Cadillac air cleaner and Corvette valve covers painted red to pop against the black paint. Fuel and air are fed through a 650-cfm Edelbrock carburetor and Edelbrock manifold, and exhaust exits through HPC-coated headers and stainless pipes and tube-type mufflers.

Tom fitted the frame to accommodate the Chevy engine and re-fabricated the center X-member to allow the Turbo 350 transmission to be removed without having to pull out the engine. With driving in mind, he added a Heidts independent front suspension and a 3.08:1-geared Lincoln Versailles rearend, with antiroll bars and Strange double-adjustable shocks at both ends, plus coil springs in front and leafs in back. With stopping in mind, he added four-wheel discs.

Brown and tan on the inside complements the black and red on the outside—and fits the resto rod originality of the coupe's '40 cockpit.

Goodyear radials were also chosen for the road, wrapped around 15-inch red Ford steelies spiffed up with more red paint and rings and caps.

Neither Diane nor Tom had a good reason to make body mods on a car with iconic lines and well-preserved stock steel, so it stayed stock. Tom had to put some effort into lining up the hood, but the results are right on. Rich Souza at D&S Body Shop performed some pre-paint sheetmetal work and shot the paint—black of course. The color choice was never in question; it was always their favorite color for '40 coupes. Steve Moal provided the pair of outside mirrors.

The '40 DeLuxe dash was kept stock with the original gauges converted to 12-volt power. The rest of the interior retains resto rod styling, from the '40 steering wheel to the seats. Ken Nemanic at Vintage Automotive Upholstery covered everything in Bedford cord ribbed fabric that stays comfortable whether the air temperature is hot or cold. Vintage Air A/C adds to the comfort.

The Walshes told us that their favorite view of the '40 is looking out past the hood with the highway ahead of them. The coupe wasn't finished long before Diane and Tom got to enjoy that view. It had 220 miles on the clock when they loaded the travel-friendly trunk and started their first road trip, covering approximately 3,000 miles before returning home to Danville, California. What else would you expect from a couple who loves hot rods and a hot rod built for fun? SR

FACTS & FIGURES

Tom and Diane Walsh
Danville, California
1940 Ford DeLuxe coupe

CHASSIS

Frame / Manufacturer	'40 Ford
Wheelbase	112"
Modifications	Re-fabricated crossmembers by Tom Walsh
Chassis plumbing	stainless with A/N fittings
Rearend / Ratio	Lincoln Versaille / 3.08:1
Rear suspension	Panhard bar, antiroll bar
Rear brakes	disc, 12"
Front suspension	Heidt's IFS (Wauconda, IL), coil springs, antiroll bar, Strange Engineering shock absorbers (Morton Grove, IL)
Front brakes	disc, 11"
Master cylinder	Ford Mustang
Steering box	rack-and-pinion
Front wheel make, size	Ford steelies, 15x5.5
Rear wheel make, size	Ford steelies, 15x7
Front tire make, size	Goodyear, P165/80R15
Rear tire make, size	Goodyear, P235/70R15
Gas tank	stock

ENGINE

Make	Chevrolet
Displacement	355 ci
Machining / Assembly	S&S Automotive (San Leandro, CA) / Tom Walsh
Pistons	JE Pistons (Huntington Beach, CA)
Rings	Total Seal (Phoenix, AZ)
Bearings	Federal Mogul (Los Angeles, CA)
Camshaft	COMP Cams (Memphis, TN)
Water pump	GM
Cooling fan	electric
Radiator	Mattson's Radiator (Stanton, CA)
Alternator	GM
Valves	COMP Cams
Valve covers	Corvette
Manifold / Induction	Edelbrock (Torrance, CA) / Edelbrock 650 cfm
Ignition / Wires	MSD (El Paso, TX) / MSD
Headers	HPC-coated
Exhaust / Mufflers	stainless steel / stainless tube type

TRANSMISSION

Make	TH350, Schuck's Transmission (Dublin, CA)
Shifter	'40 Ford column
Driveshaft	Lincoln Versailles

BODY

Body style / Material	DeLuxe coupe / steel
Body manufacturer	Ford
Hood	stock, steel
Grille	stock
Bodywork	Rich Souza, D&S Bodyshop (San Ramon, CA)
Paint type / Color	DuPont / black
Painter	Rich Souza
Headlights / Taillights	stock / stock
Outside mirrors	Steve Moal
Bumpers	stock
Glass	Joe Cardoza
Chrome	Sherm's Custom Plating (Sacramento, CA)

INTERIOR

Dashboard	stock
Insert / Gauges	stock / stock converted to 12 V
Air conditioning	Vintage Air (San Antonio, TX)
Insulation	Dynamat (Hamilton, OH)
Wiring	Tom Walsh
Steering wheel	stock
Interior mirror	stock
Seats	stock
Upholsterer	Ken Nemanic, Vintage Automotive (Walnut Creek, CA)
Material / Color	Bedford cord / tan
Carpet	wool

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The Cadillac of Customs

Tommy Carver's timeless '49 Caddy

BY GERRY BURGER

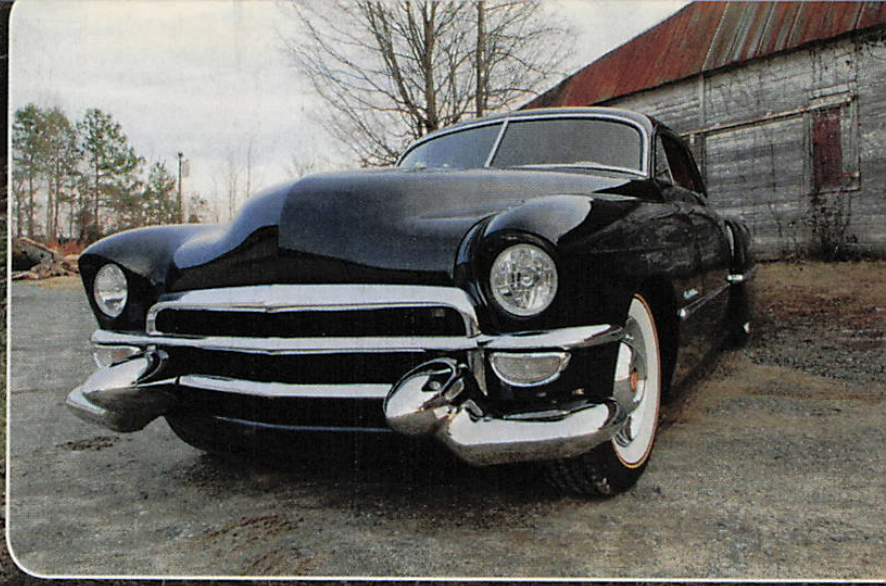
The wheels are from the Wheelsmith, as are the Sombrero hubcaps that fit perfectly in the fender opening.

Having your brand name become synonymous with quality is every company's dream. Cadillac is one company that achieved this goal. The very name Cadillac evokes images of quality, luxury, power, and style. While it may be more difficult to establish dominance in the luxury market today, in post World War II America, Cadillac was the badge of quality and prestige, a car that announced your personal success.

Tommy Carver is a Cadillac man, a guy who reveres the quality, style, and luxury of these great American motorcars. His current garage houses no less than three of these fine automobiles; a '41 Cadillac coupe, a '48 Cadillac convertible, and the gorgeous '49 Cadillac that graces these pages, and there's not a stocker in the bunch, and yet each car displays a healthy respect for the original design.

When Tommy purchased this '49 Cadillac it was an older restoration brought in from the West Coast to North Carolina. Tommy had a pretty good idea of what he wanted his car to look like, and he understood it would take major surgery. He wanted the car chopped and modified to enhance the lines of the Cadillac. Tommy knew chopping a fastback Cadillac would require a master metalworker, and so the car was brought to Rodcrafters in Welcome, North Carolina, where Larry Shoaf took on the challenge of chopping and modifying virtually every panel on the car. The best part of the modification is that there are many and it takes a trained eye to spot most of them. Rather than look "cut up," the Cadillac now resembles what a Cadillac ad agency illustration from the late-'40s may have looked like—lower, sleeker, and more powerful appearing than the original. Ad agencies accomplished this feat with the stroke of a pen; Larry Shoaf did it the hard way, by deftly cutting this Cadillac and then blending a great combination of vintage Cadillac parts to produce a car that is simply stunning.

After taking the original driveline out of the car, the team at Rodcrafters installed a front frameclip from Fatman Fabrications. This gave the Caddy new Mustang II–style front suspension while out back a 9-inch Ford rear holds 3.08 gears and is located with a Fatman Fabrications



Big '56 Caddy Dagmars were mated to portions of the original '49 front bumpers to make a real Cadillac statement. The grille work is a combination of Larry Shoaf's creation and a '49 Caddy. The fenders are extended with '55 Chevy brows while inverted '55 Chevy turn signals look right at home on the car.

four-link arrangement with adjustable ride height made possible by RideTech. Under the hood Tommy opted to keep things pure so 425 ci of '78 Caddy V-8 power slipped into place. The rebuilt motor now produces 405 hp and the TH400 transmission handles the gear changes.

While the chassis and powertrain are impressive, it is the body that makes this car stand out in a crowd. Shoaf put one of the finest chops we've ever seen on a fastback-style car. The chop involved cutting the windshield 1-1/2 inches, a measurement inspired by a pair of '50 Chevy windshields sitting on the shelf and with an eye toward an improved profile rather than a radical styling statement. Working back from there Shoaf laid the A-pillars back, canted the B-pillars forward, and then lowered the rear of the roof a whopping 4 inches, completely sectioning the trunk and portions of the inner quarter-panels in the process. The amount of metalwork required was amazing but the result is a Cadillac with a better stock profile, a tribute to the skillful top chop. From the side, the roof flows perfectly and a reshaped quarter-window appears to be original to all but the most astute Cadillac lovers.

Another subtle yet effective modification is the 3-inch extension of the entire bottom of the car. This was done

Chuck Hanna did his usual fine job of creating an interior that is stunning and functional in every way. Crocodile inserts on leather seats blend well with the blond burly maple wood inserts. The ivory wheel is a stock '49 unit cut down and refinished by Quality Restorations.

to hide the framerails that were visible in stock form. The side view of the Cadillac exudes speed and power and the car appears lower because the rocker panels have been extended down and nicely flared from the rear of the front fender. The rear skirts may look original, but they too were fabricated at Rodcrafters. We were lucky enough to see this car in bare metal and the fabrication work was amazing. Of course extending the rockers to hide the framerails included wheeling new lower quarter-panel blisters and lowering the rear bumper 3 inches. The lowered bumper required custom panels under the taillights and decklid, which provided room for the license plate above the bumper. All these modifications, and yet the car still looks very much like a '49 Cadillac.

Up front a mix of '55 Cadillac Dagmars and '49 bumper parts were joined and now reside on either side of a Shoaf-fabricated grille bar and lower pan. The rather flat-appearing stock headlights were replaced with '55 Chevy fender brows with inverted '55 parking lights under each headlight. The hood seam was filled before the hood was sectioned for a lower profile. In bare metal it was apparent this was going to be a very graceful car, a car that deserved to be black.

Tommy took the car to Reflection Body Shop for the mile-deep black paintjob before the car went to the upholstery shop. The Classic Instrument gauges, Vintage Air, and power windows were installed at Rodcrafters prior to Chuck Hanna working his magic at Hot Rod Interiors by Chuck, in Mooresville, North Carolina. Hanna mixed Camel leather with Butter Cup crocodile inserts that blend perfectly with the blond wood inserts. Light Palomino carpet completes the upholstery on the car. The steering column is from ididit and the gorgeous ivory steering wheel is the stock '49 unit cut down and refinished by Quality Restorations in Poway, California.

A project of this magnitude takes time, talent, and funding, but in the end Tommy Carver had just what he was looking for; a sleek, black Cadillac that embodies the unsurpassed quality that makes the brand so famous. In keeping with the Cadillac tradition, the power is smooth underfoot and the coachwork is both graceful and timeless; all the work was performed by the finest craftsmen. You might say Tommy Carver's car is the Cadillac of customs. SR

At first glance the tailfins may look taller than stock, but that is not the case. Rather, the rear bumper has been lowered 3 inches, resulting in additional metal being added under the taillight. It's a great illusion.

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BY CHRIS SHELTON AND MIKE LONGLEY

Put a Lid on It

A simple, time-honored, affordable way to make a proper hot rod hood

A fender might frustrate you and a quarter-panel may leave you in a quandary, but you can probably build a hood for your hot rod. Believe it; builders with far fewer resources than you and I have made their own special fitting hoods ever since they found ways to make the stock one not fit.

Ken Crawford was one of those early examples. Just after V-J day, he built a Deuce roadster for lakes racing. He channeled the car to improve its aerodynamics, which required him to move the radiator forward. As a result, the original clamshell hood no longer properly spanned the gap between the cowl and grille shell. Being a racer, he did what racers do: he scared up some materials and made his own. After all, there was nobody there to tell him he couldn't.

Recently Crawford's old Deuce resurfaced, only this time without a lot of what made it unique—the hood for one. Since the car's resurrection was supposed to reflect the way it was when Crawford made history with it, the job required a faithful recreation of that hood. Longley Restorations in Deland, Florida, obliged.

The process the Longleys employed reflects the way pioneers like Crawford crafted their machines. In the absence of the hot rod and restoration shops we now take for granted, those enterprising racers employed resources not necessarily associated with the auto industry. We don't know exactly what resources Crawford used to make his hood but the Longleys used a local sheetmetal shop—a shop that makes ventilation systems specifically. It's an option that Crawford literally could have used in his day had he lived nearby: Jacob Sheet Metal Works has been around for nearly 90 years.

A few caveats before we begin. First, the construction method best suits cars with straight hood-top sides. In Ford terms, that's everything from Henry's first car to the '32 passenger car and the '37 pickup. The compound curve in the leading edges of the vehicles that followed requires more sophisticated tooling and considerably more work.

Second, this method doesn't accommodate character lines as found on cars and trucks from '30 onward. Some bead rolling prior to forming the hood flange would make it possible but that's beyond the scope of this story. Not that the absence of that line mattered to racers of the day; a car's looks didn't make it go any faster, which inspired a stripped-down, purposeful aesthetic all its own.

Sure this method has a few compromises, but what doesn't? If nothing else, the process redeems itself by its simplicity, affordability, and, most of all, authenticity. And chances are, you can do it yourself. SR

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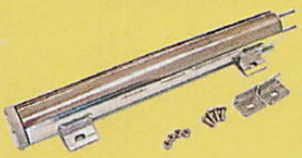

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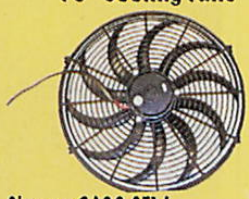

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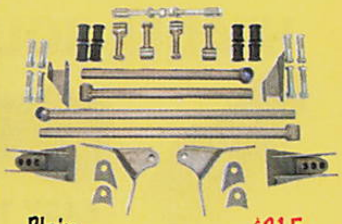

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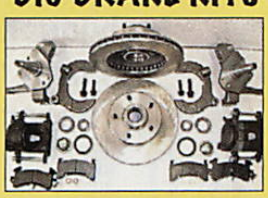

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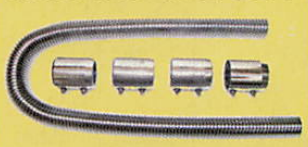

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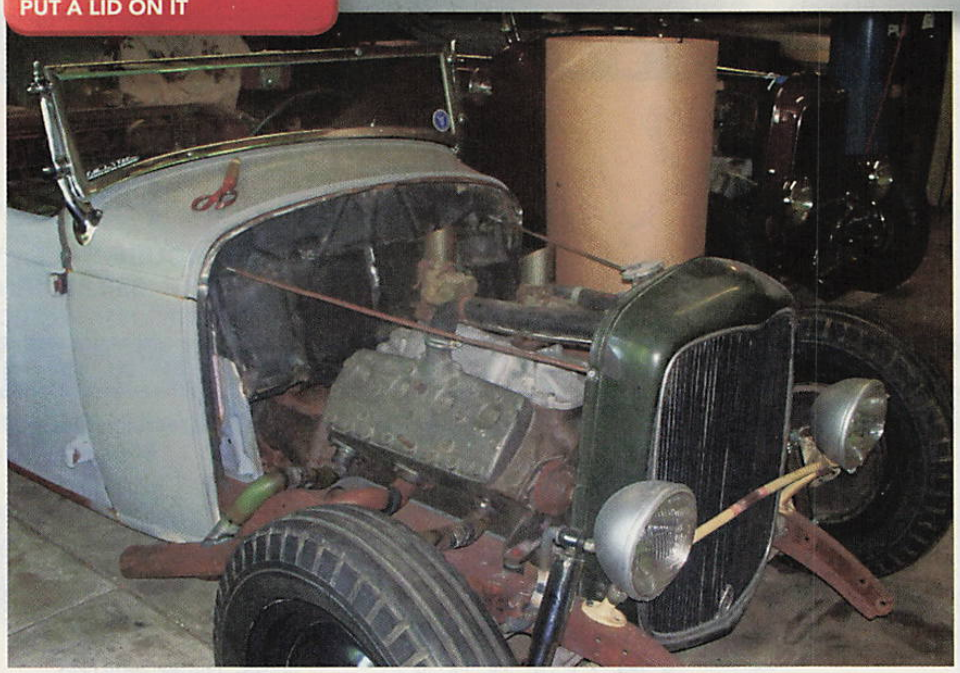
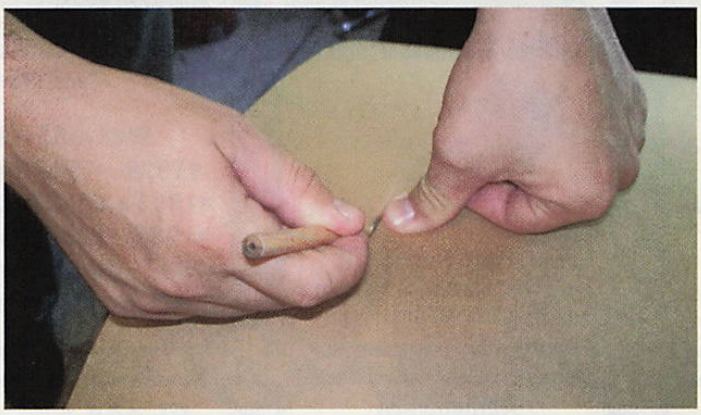
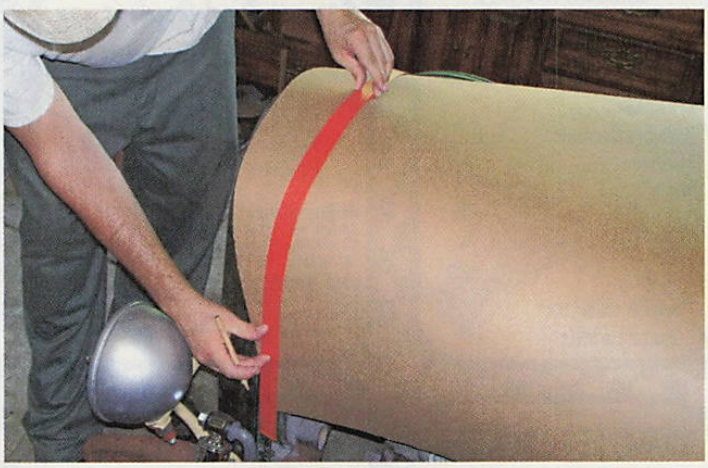


Mike Longley began by aligning the grille to the car. As the stock grille support rods would've interfered with the coolant hoses if not the induction system he also replicated the setup that the car wore more than half a century ago.



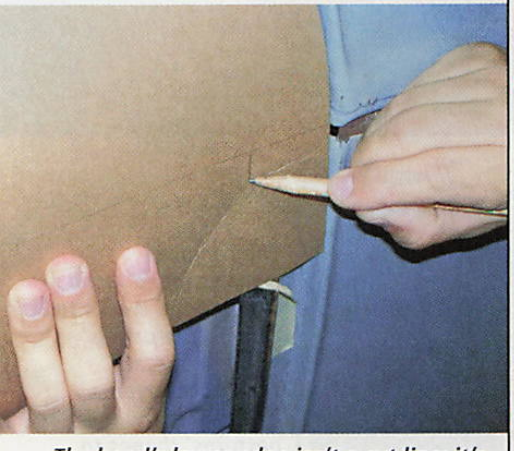
With the grille aligned sufficiently, Longley draped a sheet of chipboard over the top of the cowl and grille shell. He established the first reference points by pressing the cardboard over the grille shell bead at the top and sides and marking their location.



He then connected those reference points with a flexible straightedge. Once finished, he trimmed along that line.

After finishing the front cut he taped the leading edge of the template to the grille shell and repeated the same straight-edge/cut task at the cowl.

With both ends cut, Longley scribed what will be the lower edge of the hood. Remember to install whatever you'll use as a hood seal prior to marking this line to ensure the hood's alignment later on. It also helps to mark the template where the cowl and grille shell bend.



The hood's lower edge isn't a cut line; it's a fold line to create an inch lip that will strengthen and help align the hood. The only potential problem is that the folded edge will interfere with the hood-seal lip channel on the grille shell and cowl. Mark the seal locations and trim the template so the folded lip doesn't interfere.

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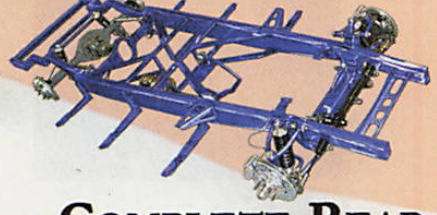

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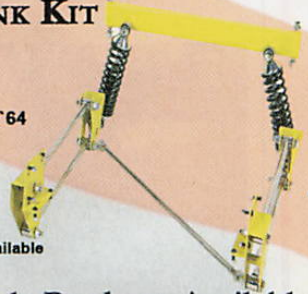

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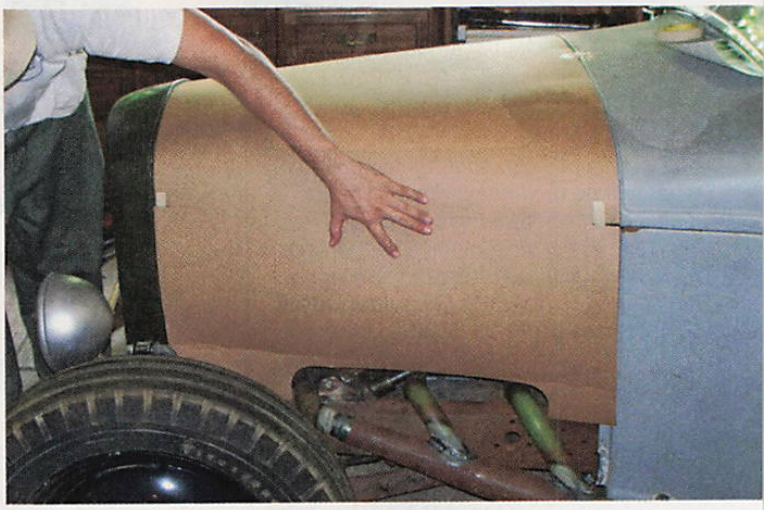
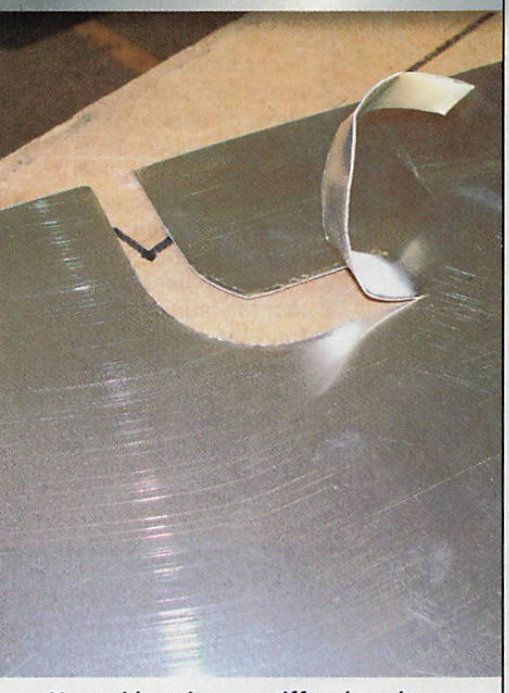
With the hood-top template still taped in place, Longley measured the space between the fold line and where he wanted the lower edge of the hood side to stop. Ken Stroner extended his hood to the top of the framerail and not the base of the cowl, a detail that Longley copied in the recreation.

Just as he did with the hood top, Longley folded the edges of the hood side templates where they meet the other pieces and trimmed them for seal-channel clearance. He used a catalyst can as a template for the pipe outlet cut lines.



Satisfied with the templates' shapes, Longley taped them to the car for one last trial fit. Note that the side panels aren't necessarily mirror images of each other. That and the side-to-side engine offset means the pipes exit the hood in different places.

The Longleys commissioned Jacob Sheet Metal Works to commit the panels' shape to metal. Jim Root started by transferring the patterns' shapes to sheet aluminum. This job called for 0.040-inch, but consider 0.063-inch if resources permit.



Very wide strips are stiff and tend to resist curling when cut. That can distort the final edge but Root offered this tip: Cut just shy of the scribed line before trimming the final edge. The narrower strip will curl easily when cut, thereby preserving the cut edge.

The side panels proved simplest; after trimming them to shape, Root folded the upper and lower edges. Note that the folded edges stiffen the panel considerably.

The hood's shape proved a little more work. Again Root trimmed more sheet to the template's shape.

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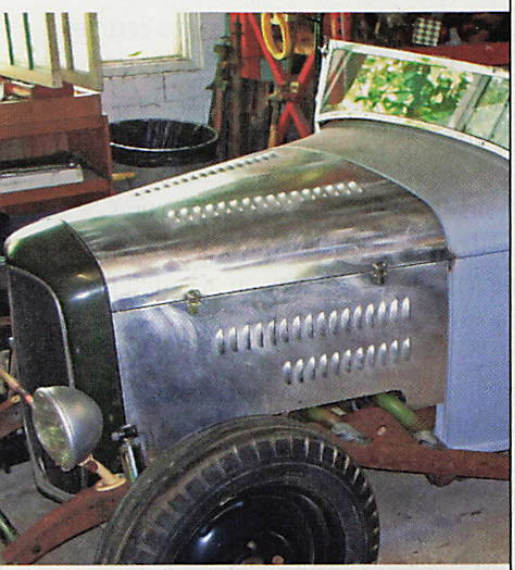
Root formed the hood curves in a slip roll, although enterprising do-it-yourselfers have formed curves by pressing or hammering sheet over tubing, welding bottles, and even light poles. Note that the radius tapers from the cowl to the grille shell. It helps to have the car on hand to test the shape but a stock hood can serve as a reference.

Just as he did to fold the side-panel flanges, Root bent the hood top's edges in a sheetmetal brake.

A sheetmetal brake makes sense if you've got one, but just like the slip roll it's not absolutely necessary. For a simple alternative, clamp a sheet between angle iron or 2x4s and hammer the flange. Remember to work up to the final bend angle with many light blows rather than a few heavy ones.

Though the war effort inspired trick clamps and latching devices, they weren't yet surplus when Crawford built his car. He used simple over-center draw latches, aka cabinet latches. The Longleys will part with some of their stash of NOS U.S.-made pieces, incidentally.

The initial finish doesn't reflect it, but the hood is in fact louvered. The Longleys recently invested in one of Williams' Lowbuck Tools' louver machines. The steel tab in the foreground clamps the metal as the dies form the louver, which leads to a sharper louver edge.



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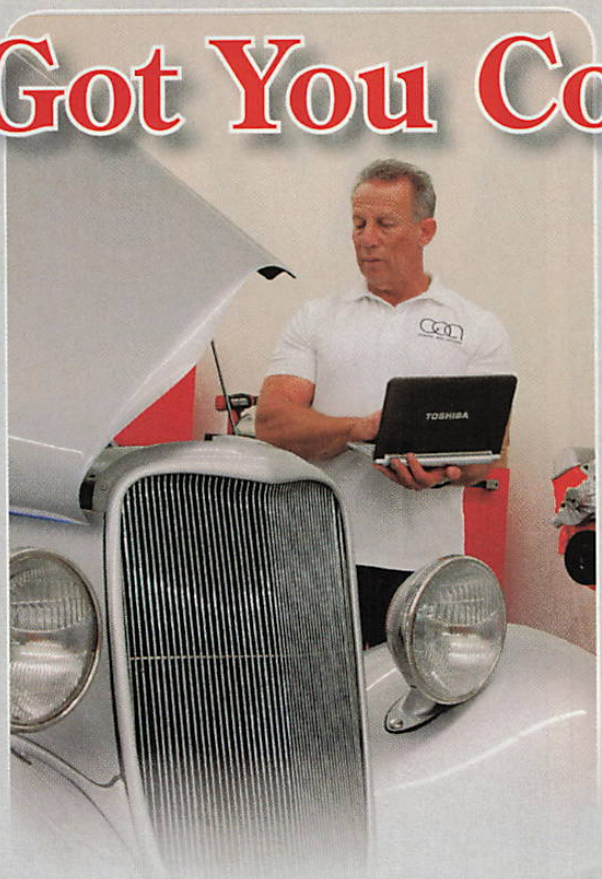
Who's Got You Covered?

Part 2: Insurancing your rod for the right amount and insuring your shop for peace of mind

BY TIM BERNSAU
PHOTOGRAPHY BY THE AUTHOR AND JOHN JACKSON (WWW.NOTSTOCKPHOTOGRAPHY.COM)



Decades of experience, including a background as a show judge has given Jeff Hyman from Classic Auto Appraiser expert knowledge on the value of street rods. The modifications, details, and quality of work are recorded in a computer template to help him appraise the cash value of the specialty cars.

Last month, we explored the topic of automotive insurance for hot rods and custom cars. In Part 1 of our two-part article on insurance, we talked about finding the right insurance company—meaning a company that specializes in insuring collector cars and understands the hot rod hobby, including the value of hot rods and the habits of hot rodders. We talked about the importance of insuring your vehicle as soon as possible with an "agreed value" policy in order to ensure that your car is valued properly and insured thoroughly in the event of damage or a total loss. If you missed that issue, we hope you'll find a copy because the information we dug up could potentially save you a bundle of money and a pile of grief in the event of an accident, theft, or damage.

This month, we've got more insurance information that could save you even more money, plus some advice for protecting your investment. First, let's dig into the topic of determining the accurate value of your specialty car, then let's get into recent improvements in hot rod insurance for restorers and builders.

What's your rod worth?

Of course you know the value of your street rod. The real question is, can you prove it? The best way—maybe the only way—to confidently answer yes is to have your car appraised by a professional appraiser.

We're assuming you've already taken our advice and insured your car with an "agreed value" policy from one of the many insurance companies specializing in classic and specialty cars. In the event of a total loss, your agreed value policy guarantees that your insurance company will cover the cost of the car with no hassles.

Many insurance companies we talked to don't require an appraisal to insure your hot rod, but for the relatively minor expense of the service, an appraisal from a certified and reliable appraiser is a smart investment. There are cases when an insurer could ask for an appraisal, such as on ultra-high-dollar cars, or when the value might not be evident to the insurance company. Chrome/ANPAC, for example, requires appraisals for cars valued at more than $25,000 and asks for updates every three years to make sure they are insuring the car for an adequate amount.

Disputes over the value of your car are more likely to occur when dealing with non-specialty insurance companies, such as in the case of an accident caused by another vehicle. If the other person's insurance company is not familiar with the value of hot rods (which is not unlikely), they may try to low-ball the value of your car. Documentation from an independent professional appraiser could be vital in helping you collect. Another circumstance where an appraisal would pay off is when you're selling your car and need to validate its worth to a potential buyer.

Jeff Hyman from Classic Auto Appraiser is the independent professional appraiser we call when we need appraisals on the project cars at our in-house tech center where *STREET RODDER* and our sister publications build and store various magazine project cars. We called him recently to ask him questions about the work he does.

Our first question was, who should be getting their street rod appraised? "Anybody with a car mildly to wildy customized, anybody with a limited-production specialty car, anybody with the type of vehicle you couldn't look up in a 'blue book' or conventional value guide, including custom modified cars and low-production factory cars with rare options that would elevate its value."

Hyman emphasized the value of an appraisal in the case of an insurance dispute. "The dispute is typically with an insurance company that was never part of the agreed value accepted by the owner and the owner's insurance company,"

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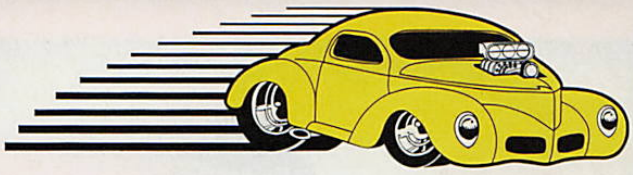

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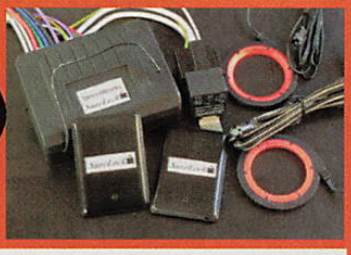

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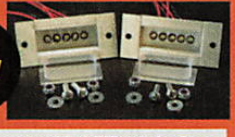

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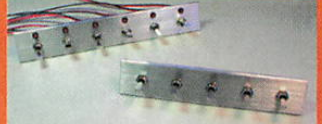

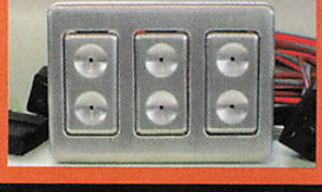

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Every part of this coupe was photographed as part of the appraisal process.

he explains. "If the car is damaged in a collision or in a paint shop fire, your insurance will pay the agreed value. But when you start dealing with the paint shop's insurance company or with the insurance company of the person who crashed into you at the cruise night, you'll need some way of determining the value of your vehicle."

Classic Auto Appraiser makes house calls, doing its appraisals wherever the car is located. Hyman comes equipped with a digital camera and a laptop to record extensive photos and technical data on the vehicle being appraised. He examines the vehicle with the care and the expertise of an ISCA show judge, noting descriptions, modifications, and components. "Some owners know every nut and bolt on their car," he told us, "and a lot of the people we deal with may not be aware of all the elements of the car."

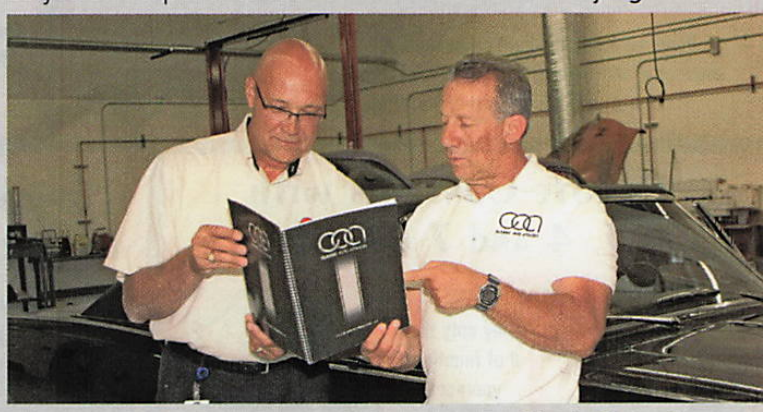
After many years in this business, Hyman has developed what he calls "templates" for street rods, hot rods, customs, restorations, lowriders, trucks, and bikes. "The programs list every possible mod from front bumper to rear; I note all the modifications that have been made to the vehicle being appraised."

This car owner's excellent documentation, including titles, registration forms, receipts, photos, and other records were a huge help to Hyman as he made his appraisal. The more paperwork you can provide, the more accurate the appraisal will be.

The results are presented to the owner in the form of a bound appraisal report, which includes an identification and description of the car, listing virtually every component on the car and every modification made. It also contains a condition report on every area of the car—exterior, interior, and engine compartment (rated poor, fair, average, good, very good, or excellent)—any published stories on the vehicle, dozens of photos of every corner of the car from multiple angles, and finally, a summation of the dollar value of the vehicle.

We got a hold of the Classic Auto Appraiser appraisal report on Brian Brennan's '29 Ford roadster. The report is more than 30 pages long and incredibly thorough. As it turns out, Brennan's roadster rated an "excellent" scoring in all applicable categories.

We wondered how Hyman determines subjective judgments such as "very good" and "excellent." "Condition is subjective, of course," he explains, "and that's where 22 years of experience comes in. I have worked as a judge at many major car shows, including the Grand National Roadster Show, so I've seen enough to be able to judge a car's condition and dollar value pretty well. Every once in a while I may come across a vehicle that I'm not sure of. I do belong to an appraisal association and I will seek the opinion of other experienced appraisers within that association, or I'll get the expert opinions of professional builders, asking them what they think it would cost to build such a vehicle."



When completed, Hyman's appraisal was presented in the form of a thorough and lengthy appraisal report.

We asked Hyman about the qualifications to look for when searching for a reliable appraiser. "You want someone with lots of experience. You want to avoid these networks and groups with appraisers who have been trained for maybe a week, and who then go out and takes some photos and send them to a parent company for a long-distance appraisal. If your car gets stolen or wrecked, that appraiser might have to be an expert witness in a court case where his credibility will be called into question; he will be questioned aggressively by the opposing lawyer. You need somebody with testimony experience who will be able to state with confidence that he did see your vehicle, that he is the one who made the dollar amount appraisal, and that he has the credentials and the authority to back up his appraisal."

Insurance for shops

One of the topics we talked about last month was insurance at the shop where your street rod is being built,

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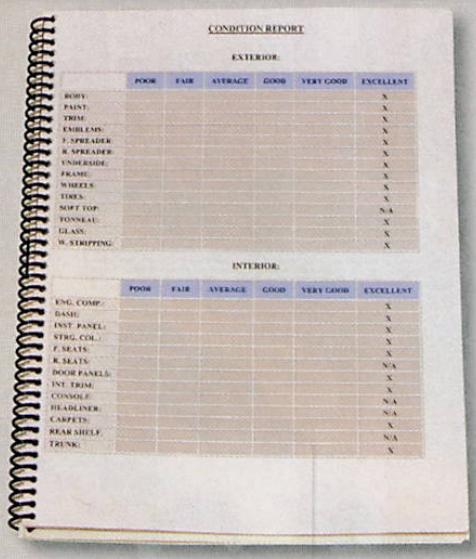


CONDITION REPORT

EXTERIOR:

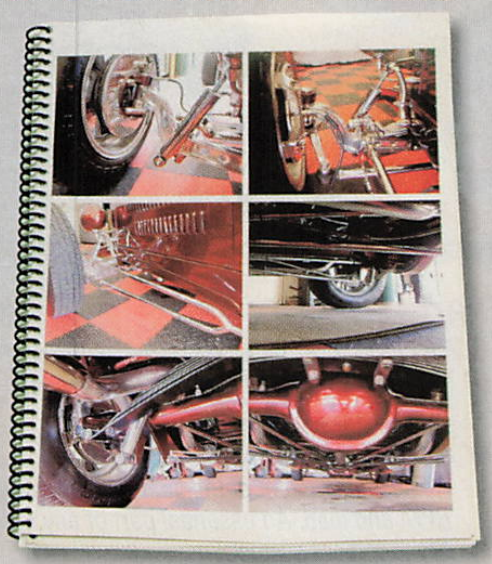
	POOR	FAIR	AVERAGE	GOOD	VERY GOOD	EXCELLENT
BODY:						X
PAINT:						X
TRIM:						X
EMBLEMS:						X
F. SPREADER:						X
R. SPREADER:						X
UNDERSIDE:						X
FRAME:						X
WHEELS:						X
TIRES:						X
SOFT TOP:						N/A
TONNEAU:						X
GLASS:						X
W. STRIPPING:						X

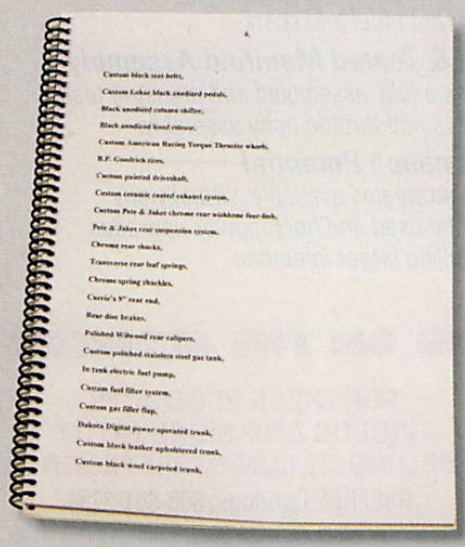
INTERIOR:

	POOR	FAIR	AVERAGE	GOOD	VERY GOOD	EXCELLENT
ENG. COMP.:						X
DASH:						X
INST. PANEL:						X
STRG. COL.:						X
F. SEATS:						X
R. SEATS:						N/A
DOOR PANELS:						X
INT. TRIM:						X
CONSOLE:						N/A
HEADLINER:						N/A
CARPETS:						X
REAR SHELF:						N/A
TRUNK:						X

This page from the appraisal report on Editor Brian Brennan's '29 Ford roadster shows the car's condition in all areas. Your hot rod's condition might not be excellent in every category, but this is not a judging sheet for a contest; it's a condition appraisal to help determine the accurate dollar summation of the value of the vehicle.

The appraisal report on Brennan's Model A contained 10 more pages of photos just like this page, providing an extensive look at the roadster. While photos are an important part of the appraisal documentation, photos can't tell the whole story of any car. For example, it's hard to see the difference between economical vinyl upholstery and high-dollar imported leather when you're looking at a 4-inch snapshot, but that's a huge difference and the right information needs to be noted and included in the appraisal. The value of your hot rod is based on a lot more than the total sum of all the receipts. The quality of the build is another important factor. For example, was that expensive leather upholstery masterfully stitched by a talented upholsterer or hastily needled up by an inexperienced amateur? An experienced appraiser can identify the difference between poor and excellent workmanship, and the difference will affect the ultimate value of the car.





This appraisal included an extensive list of the modifications and parts on the roadster. Virtually nothing was overlooked. But there's more to an appraisal than just making a list of parts—it involves understanding the value of parts and custom modifications, some of which cannot be purchased off a shelf or out of a catalog or website.

rebuilt, or upgraded. We related a couple stories about rod shops that burned to the ground, destroying the building, the equipment, and the irreplaceable cars inside. In both cases, the shops had business insurance that helped cover the costs, but were unable to fully cover the loss of the projects being built.

Most established shops have business insurance to protect their property and ideally their customers' property, but many insurance companies just don't know what happens inside a hot rod shop and how that's different than what happens inside an automotive repair shop. Bobby Alloway told us that after a fire destroyed his shop in 1998, his business insurance agent had a hard time understanding why a shop would need six or seven sets of wrenches or three welders or specialty tools made by hand.

Specialty car shops need specialty car insurance just like specialty car owners do. As it turns out, specialty car insurance companies have been responding to the need. Grundy and Hagerty both offer Restorer and Builder insurance customized to the specific needs of specialty vehicle shops and their customers. Both companies offer coverage policies, including general liability, building and property comprehensive, collision for shop vehicles and customer cars, umbrella coverage of vehicles under construction, liability on vehicles once they leave the shop, and more.

Steve Foltz heads up the Business/Commercial Insurance department at Northwest Classic Insurance, an agent for Grundy Worldwide on the West Coast. He explains that specialty companies understand the differences between the classic car industry and the repair industry (such as collision shops): turnover is less, security is generally higher, the cars are of higher value and are appreciating (not depreciating) in value, and the shop crew is likely to be more specialized. And most importantly, the cars are unique; if a highly modified shop-built '32 Ford roadster is damaged in a fire, you can't replace it with another one just like it, as if it were an '05 Ford Festiva.

All of those benefits of a specialty shop, combined with the fact that claims are less frequent than with ordinary shops, means that specialty insurers can provided this type of custom-built coverage cheaper than most mainstream business insurance companies.

Jonathan Klinger at Hagerty reinforced these points and outlined the extensive nature of Restorer and Builder coverage, which might include general liability to cover such events as someone falling and injuring themselves in your shop. Other coverage pays for damage and protects the shop owner when driving the vehicle, such as when going to a paint shop or even attending a car show. Liability also protects the shop after the car leaves the shop, in case something breaks and there is damage or injury. Building and property protects the facility, tools, and equipment in the shop, including specialty tools and the employees' personal tools. And of course, the garage keeper's policy provides agreed value coverage on all the cars in the shop in the event of damage or theft.

We talked to John Heckman, who was hired to set up the Restorer and Builder program at Grundy (the first company to

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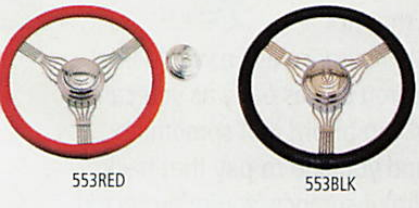

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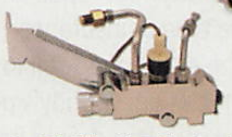

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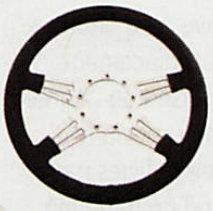

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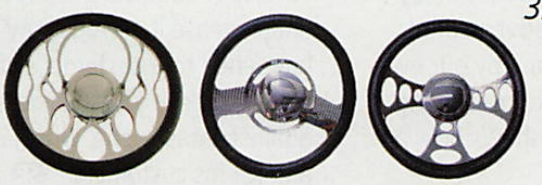

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offer it) about their garage keeper's policy, the insurance that covers the customers' cars in a shop. Most standard garage keeper policies, written for repair shops are based on "actual cash value" (the type of insurance you'd have on a "normal" car) which, in the event of a total loss, pays replacement cost minus depreciation. Grundy's policy is based on "agreed value" (the insurance you should have on any specialty car). In the event of a total loss, agreed value policies pay the prescribed amount—no depreciation and no haggling. Individual car owners need to keep their insurance companies up-to-date on their cars; shops don't.

"We don't require shops to report on each specific car coming in," Heckman explains. "We ask the shop owner how many cars are in the shop, and the cost to replace them in the event of a total loss. Maybe it's 10 cars, with an average value of $50,000—so you're looking at $500,000 of garage keeper's coverage. In the event of a claim or claims, the insurance company will determine the value of the individual cars by asking the owner how much coverage they had it insured for, or by looking at the shop's build records, and by our own expertise." This illustrates the importance of shops keeping a separate set of build records off-site. It also shows how an independent appraisal could come in handy.

Grundy's garage keeper's coverage is "direct primary," meaning that the shop's insurance company pays the car owner without involving the owner's insurer. This makes it convenient for the customer and shows integrity on the part of the shop.

A Building and Property policy with Restorer and Builder insurance protects a shop owner's property, including the building, tools, and equipment. A garage keeper's policy protects the customers' cars and parts, including components such as an engine that may be stored in the shop while the car is away being blasted or painted.

Heckman told us that he's met many shop owners who don't carry garage keeper's coverage because their customers' cars are already covered by their own personal policies. That's a risky habit. If a customer's car does get damaged or destroyed in an uninsured builder's shop, the car owner's personal agreed value policy will cover the loss. The second part of that story, however, is that the car owner's insurance company can then invoke its "right of subrogation," and come after the shop owner to recoup the expense of the claim. That surprise visit can cost a shop owner a lot of money—and even potentially close him down.

After talking to all these insurance pros, we decided to get advice from another shop owner, for the viewpoint from the other side of the policy. Hollywood Hot Rods (HHR) has been in business for eight years, always with insurance, and so far with no claims or accidents. HHR has been covered by restorer and builder insurance from Grundy for three years. "Anywhere you've got a lot of cars in one place and a lot of activity, there is risk," HHR owner Troy Ladd says. "Stuff happens all the time. Not even big things like a fire, but small things like moving a car and hitting something or bumping into another car, opening the door into something or moving the cars into the shop at night. A hot rod shop is a small business with a very low profit margin, and the reality is that not every builder can afford as much insurance as he would like to have—but insure as much as you can as early as you can and increase it as you grow and can afford it. If something happened to a customer's car and you had to pay that back, you could lose your business. With insurance, you're protected against catastrophe, which is peace of mind for the builder and for his customers." SR

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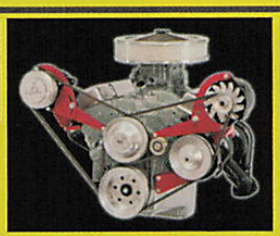

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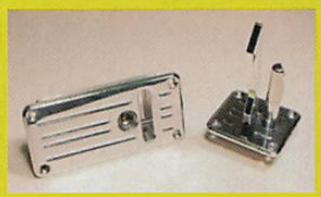

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LeSabre

Advocates of unconventional auto brands usually proclaim longstanding passion for them. Then there's Dick Uhlenkott. "I'm not even a Buick guy," he once confided. No, according to Dick, his thing is bubbletops, cars unique to GM's '61 and '62 full-size sport models. In fact, he admitted that he couldn't imagine owning anything other than one from those two years (he has a most-impressive, 427-powered, four-speed '62 Bel Air). Then he saw a '60 Buick LeSabre. "I thought, '*Wow*, this is simply the best and most stylish body design ever,'" he enthuses. Thus began Dick's advocacy of unconventional auto brands.

Twenty-inch wheels usually look like oil drums on most cars, but then again most cars aren't as big as a '60 Buick. Billet Specialties made these and the 22s out back. The nifty part about early '60s Buicks is they already come with those groovy finned drums.

Anything as big or as bold as a '60 Buick is nothing short of polarizing, but its champions and critics agree: It's distinctive. In what may amount to a car maker's most dramatic act of overcompensation, Buick broke its run on bloated, conservative cars the year prior to making Dick's. With angry eyebrows over spider-like eyes and toothy grilles to match, even the most sedate '59 Buick sedan looked as if it could slither from a dark lagoon and devour slumbering vacationers. Its purposeful-looking fins and afterburner-like taillights suggested it could launch skyward if confronted by the sheriff during the act. Buick toned down the car in 1960 but the design was still far from conventional. Time only made it that much more outlandish.

As most people either haven't seen or don't remember them, there's hardly reason to radically change a '60 Buick. So Dick left the majority of his LeSabre's body alone. In fact, the list of modifications Mark at Roger's Body Shop in Lewiston, Idaho, made is short: he molded the headlight housings to the fenders and filled the seams between the rear window and trunk lid. Brennan McCalloway at Roger's shot it in PPG's concept base/clear system. "If you're nuts enough to paint a car this size black," Dick advises, "make sure your paint and body guys have a good sense of humor. Don't bug 'em too much and wear pants with the deepest pockets."

The RideTech air springs might be responsible for the most

STREET RODDER

BY CHRIS SHELTON

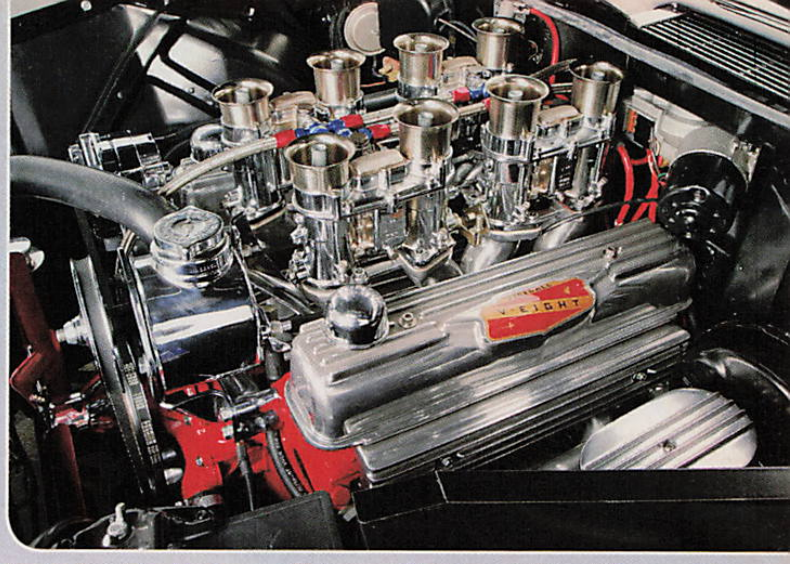
dramatic-*looking* change to the car but they're far from the most intensive modification. The '65 Riviera axle holds that title.

It's because Buicks like Dick's came with closed driveshafts but all model years subsequent to it (like the Riviera) employ more conventional open drives. That's a big deal because everything in the closed-driveline counterpart pivots from a bell welded to the forward end of the driveshaft housing. To remove any link in that chain effectively eliminates the entire rear suspension.

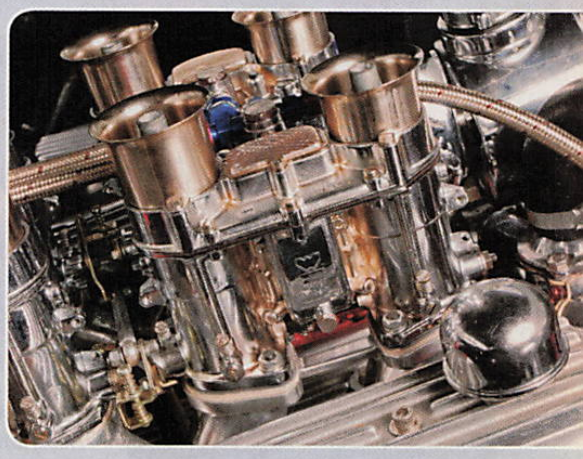
So to make the swap, Dick had to incorporate all of the suspension components from the Riviera. Buick's decision to abandon the troublesome cruciform frame for a K-member style in 1959 made the job simpler but we'd hesitate to describe it as anything short of intense.

The reason for the open-drive swap was a more accommodating (and better-geared) three-speed TH400 transmission. Part of the reason for that was the later 401-inch Nailhead bolted to it. We say 401 for familiarity's sake but it ended up 412 ci after Fred's Precision Engines worked it over. Among the goodies it wears are a pair of Joe Mondello–ported heads, a Kring manifold, and four giant Weber IDA-series carburetors.

Dick could've used the shifter in the Cadillac tilt/telescopic steering column to select gears but the Riviera tranny came with its own tunnel-mount shifter. Just as the open driveline changed things, so did that stick: it required a console, and consoles and bench seats typically don't jive. They didn't in this case, so Dick replaced the bench with a pair of Toyota Avalon buckets. He changed out the rear seat too, with one from an '04 Lincoln Town Car. Fellow Clarkstonite George Frank fabricated the console and it, the seats, and the panels in Lipstick Red Austrian leather.



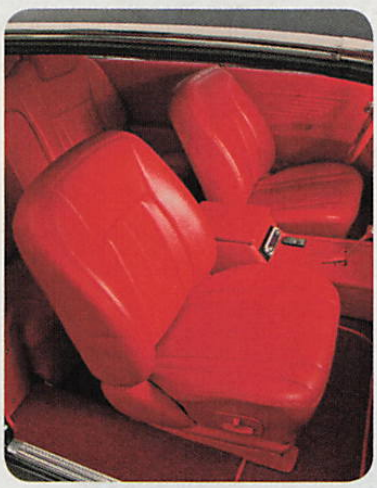
Fred's Precision Engines puffed up a '62 vintage 401 to 412 cubes. If you know what Nailhead ports look like, you'd appreciate what Joe Mondello went through to port them. The rocker covers are Kring pieces.



The manifold is also a Kring. No, those aren't throttle bodies for an injection system; they're the real deal, a set of Weber 48 IDA carburetors, the same lungs that fed Shelby Cobras.

If there was ever legitimate justification for 20-inch-diameter wheels much less 22s, it was big-body, full-size cars like Dick's. Even then they're too big to simply bolt on; given the car's stance, the guys at Roger's Body Shop

Dick Uhlenkott fine-tunes a '60 Buick's boldest design

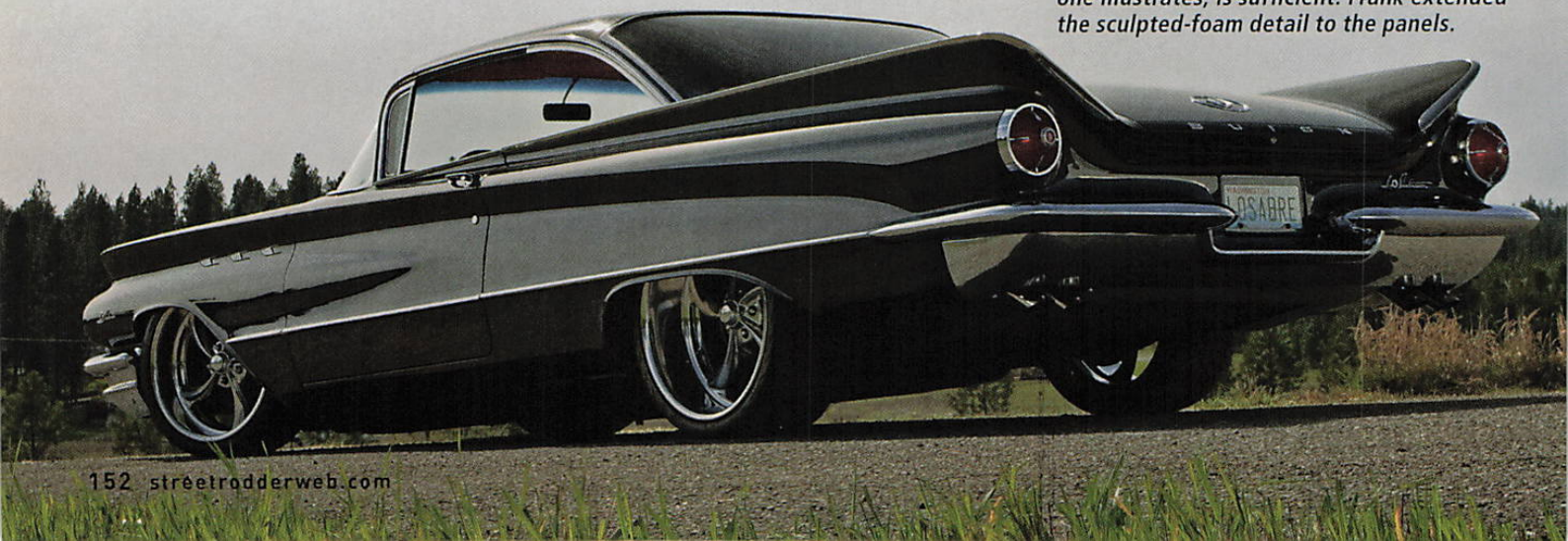


They're as big as couches but benches from '60s cars can't hold a candle to the late-'90s vintage Toyota Avalon buckets and the '04 Lincoln rear seat. George Frank trimmed them in Lipstick Red Austrian leather. The TH400 came with a Riviera shifter but no console, so Frank made one. It also houses a set of matching Classic Instruments gauges. The Lecarra Mark IV double-slot bolts to a '68 Cadillac tilt/tele column. Beyond that, the remainder of the dash is stock, including the integrated climate controls. No, your eyes don't deceive you; it really is that red inside.

Dick's Buick sports a complete Sony sound system, including this Xplod Drive-S head unit that Frank tucked into the console ahead of the storage bin. It commands a 200-watt amplifier and 6-1/2-inch component speakers. Trunk detail needn't be excessive; simple panels and a well-formed carpet kit, as this one illustrates, is sufficient. Frank extended the sculpted-foam detail to the panels.

had to relocate the inner fenderwells to make room for them.

Dick may not have started a Buick fan, but he admitted his '60 made him one. "Of the many years and the many cars I've shown, this Buick has been the most interesting and the most fun," he concludes. "I don't think I'd change anything." SR



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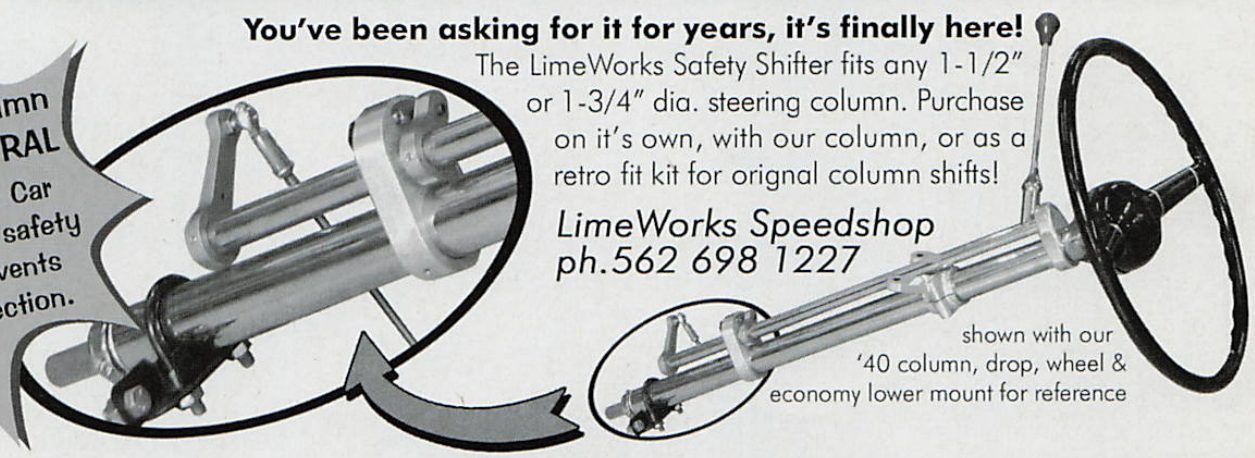

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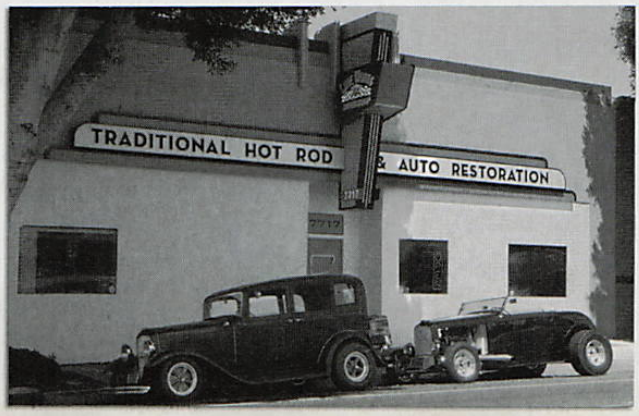

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A Chapter from the Book of GOW

BY CHUCK VRANAS

Dick Brown's '35 Ford coupe

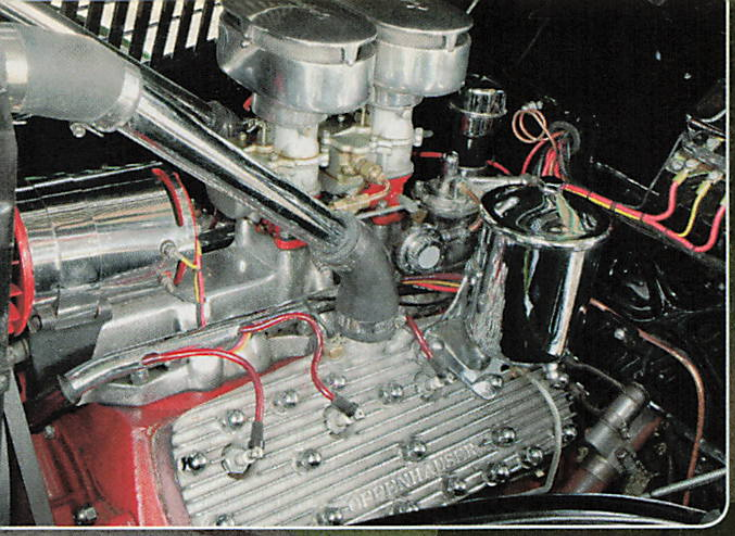
Nifty shaved taillights look very cool blended into the bumperettes.

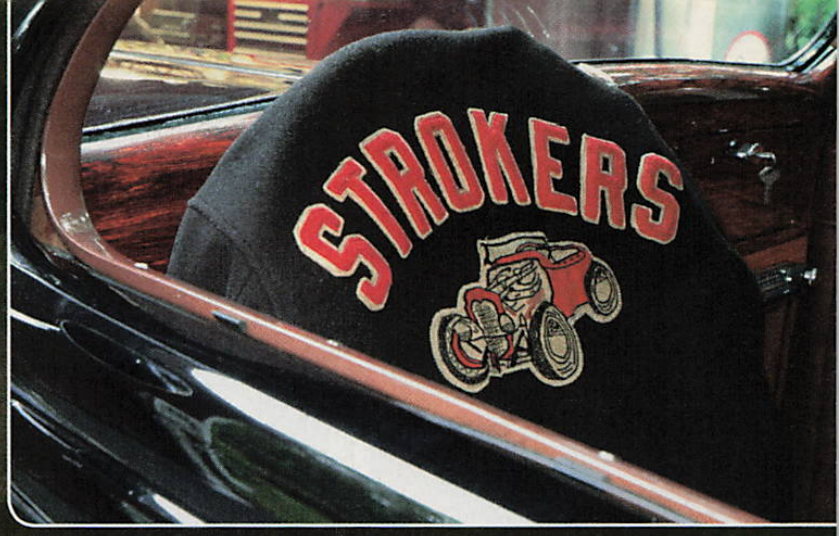
For some people it takes only a single brush with fate to forever change their lives and set them on a road that will influence their entire future. It was over 60 years ago when Dick Brown of Springfield, Massachusetts, placed his hand on the "Book of Gow," swearing to devote his life's passion to Ford hot rods and Flathead V-8s.

While walking down a path at age 16, his young gaze caught light of a '37 Ford convertible calling out for attention. With organized hot rodding gathering strength from coast to coast, in 1952 Dick became one of the founding members of the legendary Strokers Car Club of Springfield. As the years passed, the Strokers became well known for not only their camaraderie and well-designed hot rods, but also for their numerous wins at dragstrips across the New England region, including Orange, Charlestown, and Sanford. At the '59 NHRA Nationals their A/Dragster was the fastest un-blown gas car in New England with best quarter-mile times of 10.15 at 146.2, which was seriously fast at the time.

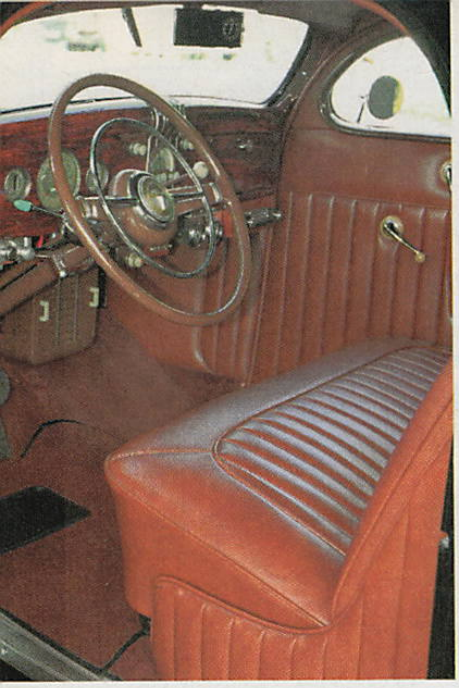
Dick built and drove quite a few wicked cars as the decades passed. One particular car, a '41 Ford convertible was saved from the crusher and brought back from the dead and transformed into an elegant full-custom by Dave Simard and the team at East Coast Custom in Leominster, Massachusetts. As with all of his past cars, it too was powered by a built Flathead linked to three pedals, proving his obvious dedication to vintage Ford power.

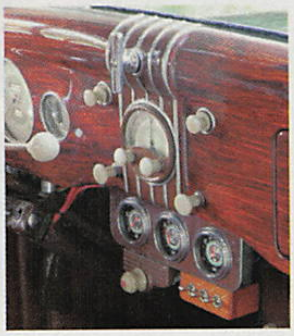
However, even after all of the years there was still a car that lurked deep in the back of his mind. Dick was infatuated



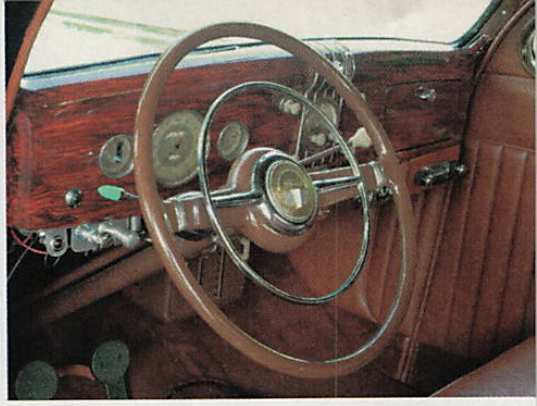


Dick Brown exhumed a seasoned '46 Ford block and a 4-inch Merc crank from long-term storage and had Frank Lamb build a stout V-8. The candy store of goods include finned aluminum Offenhauser heads, an Isky Max No. 1 cam, Egge slugs, and plenty of action up top with an Edmunds two-pot breathing deep though Stromberg 97 carbs. It's not every day you see an original club jacket draped over the steering wheel of a perfect gow job. Dick is a founding member of the legendary Strokers Car Club of Springfield, MA, from way back in 1952.





Stewart Warner dials, combined with a '46 Ford Super DeLuxe wheel set the tone for the interior. Plenty of attention from John Gagnon of Lyman, ME, brought every bit of style to life, thanks to just enough tan Naugahyde rolls and pleats to seal the deal.



with chopped '35-36 Ford coupes and it was a body style he had built over and over in his mind ever since he was a teenager. To fulfill this lifelong dream, he set out to locate a suitable donor car to get started. His research led him to an opportunity to purchase a car that was located in Argentina, which was supposedly a barn find in mint condition. Add to it the fact that it would hold a bit of mystique being an imported car; Dick took the risk of opting to buy it sight unseen.

After what seemed like an eternity, the car finally arrived and instead of looking factory fresh, it looked like it had spent its entire life submerged in salt water! With very little salvageable on the '35, Dick's heart sank but he persevered and promised to forge on with his dream.

Attending a local cruise night in Scarborough, Maine, where he now resides, he came across a perfect bone-stock '35 coupe owned by old friend Tom Penney. Seems the coupe was fresh out of long-term storage since the '50s and would be the perfect victim to get cut up. A deal was made between the two friends where Penney took the disaster from Argentina in a partial trade along with some cash.

Knowing exactly how he wanted to approach the new build, Dick wasted no time in visiting Back Bay Customs in Portland, Maine, to map out a plan for the resurrection of the coupe. While some would shudder at the thought of cutting up a perfect original car, Dick struck a wide grin when the cutting wheels came out to get started. Wanting to retain as much of the original car as possible, Dick decided to have Alan Berry of Back Bay Customs work his magic on the stock spine by first cleaning it up, and then setting up the suspension. Out back, Berry flattened the rear crossmember and followed by adding a stock leaf spring and radius rods, Monroe tube shocks, and a stock rearend filled with 4.11:1 cogs. Meanwhile up front a Magnum 4-inch dropped axle with '40 Ford spindles and a stock leaf spring linked to an un-split wishbone, and Monroe tube shocks soften the ride. To make sure plenty of stopping power was on hand, a set of '46 Ford binders push fluid through steel lines when a '40 Ford master cylinder gets the call. Giving the car a perfect stance, a set of original 15-inch Ford steelies topped with BFGoodrich/Coker wide whites look stylish sporting '50 Merc caps 'n' rings.

To continue the history of running hopped-up Flatheads in all of his cars, Dick located a 276ci '46 Ford block and 4-inch Merc crank in a musty old local basement, which was rumored to have seen plenty of duty in the '40s at Beech Ridge Motor Speedway in Scarborough, Maine. He brought the base to Frank Lamb of Gorham, Maine, to assemble a stout powerhouse, incorporating period-perfect parts, including an Isky stick, Offy finned aluminum heads, and slugs from Egge. A Navarro two-pot intake breathes deep through a pair of Stromberg 97s capped by Edmunds air cleaners. Spark comes from a Mallory dual-point ignition while Red's headers dump the spent gases through Brockman mufflers as the gears are worked through a '46 Ford box.

In order to create a timeless masterpiece, the team at Back Bay Customs studied the design of the coupe in great detail before masterfully lowering the lid 3-1/2 inches, perfectly matching the newfound flowing lines and grace to the body. From there they continued on by then removing the spare tire, shaving the taillights, and finally adding '40 Chevrolet headlights to the mix. Once the body was massaged to perfection they gave it a lustrous coating of hot rod black vibe.

To add just enough elegance to the interior, a combination of stock and Stewart Warner dials tell tales while a '46 Ford Super DeLuxe steering wheel helps navigate the course. For comfort, the original stock seat was re-covered in rolled and pleated tan Naugahyde by John Gagnon of Lyman, Maine, who also completed the interior with matching panels, and just enough plush tan wool carpeting. The finished car encompasses Dick's boyhood dreams of owning a dramatic and noteworthy '35 Ford coupe that looks like it came fresh from the pages of his favorite "little book" from back in the day. Seeing the smile on Dick's face as he fired up the vintage Flathead for a blast down the road was priceless. And so are the smiles from rodders everywhere when they see this period-correct East Coast custom slide down the road. SR

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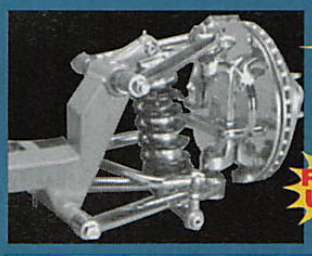

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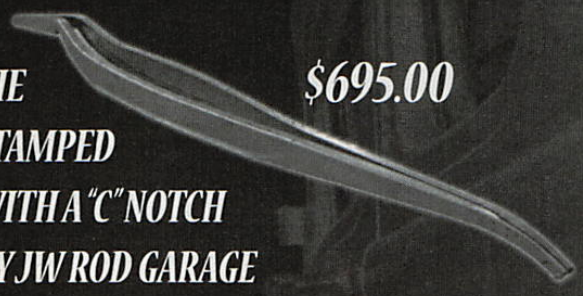

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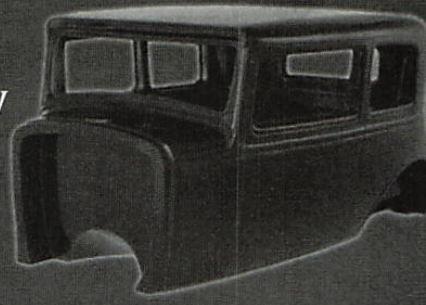

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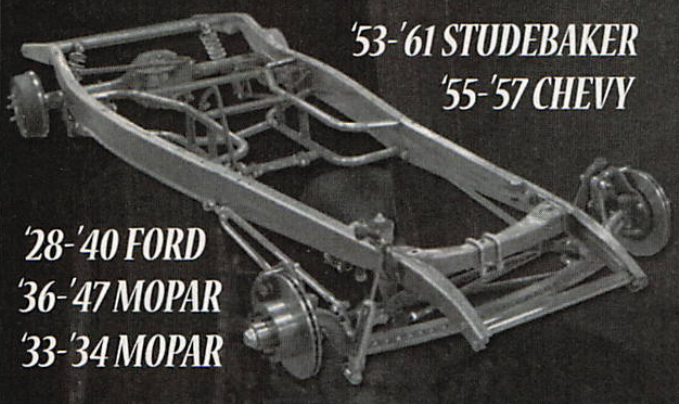

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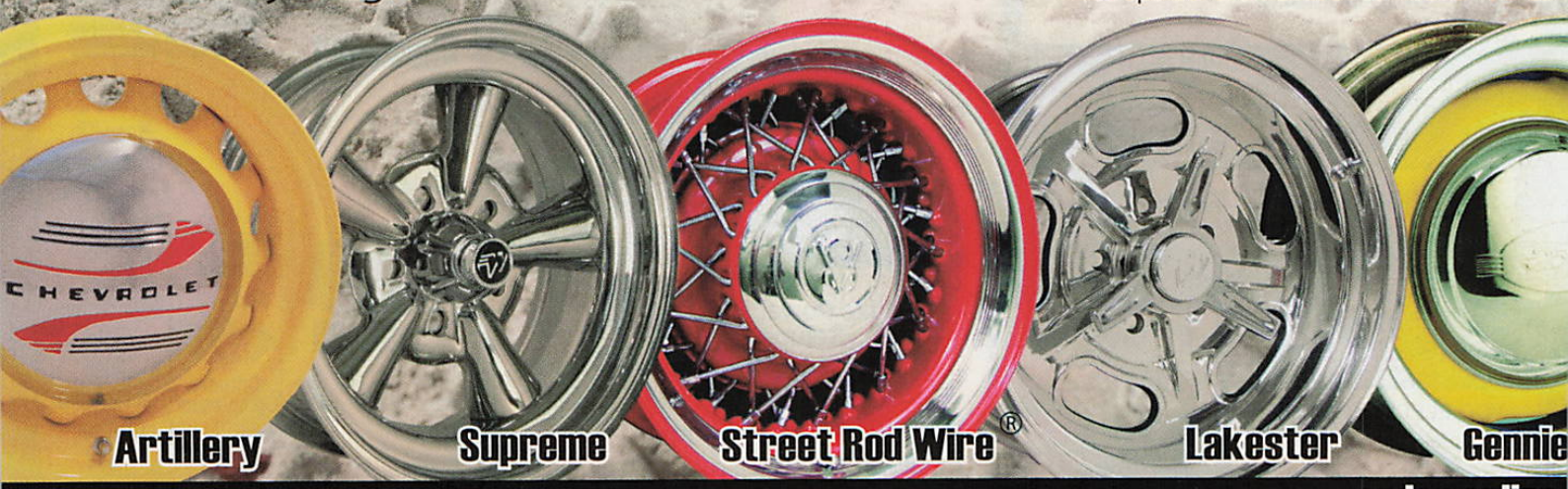

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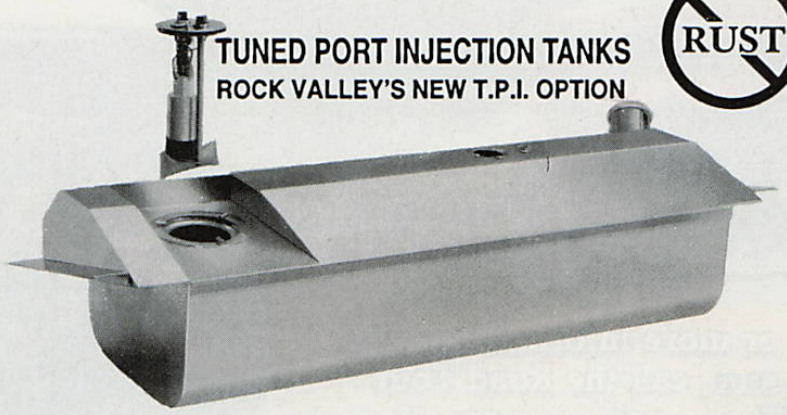

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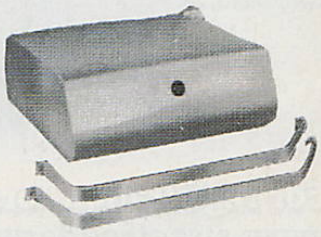

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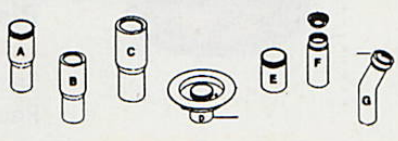

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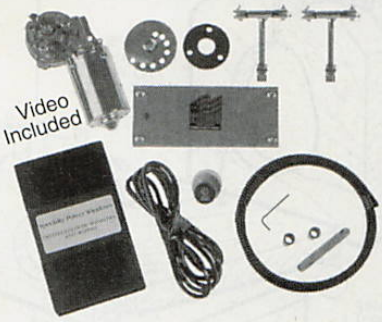

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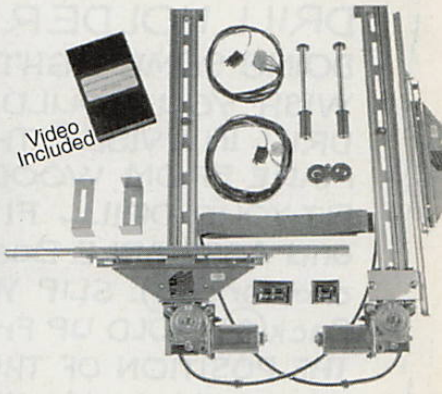

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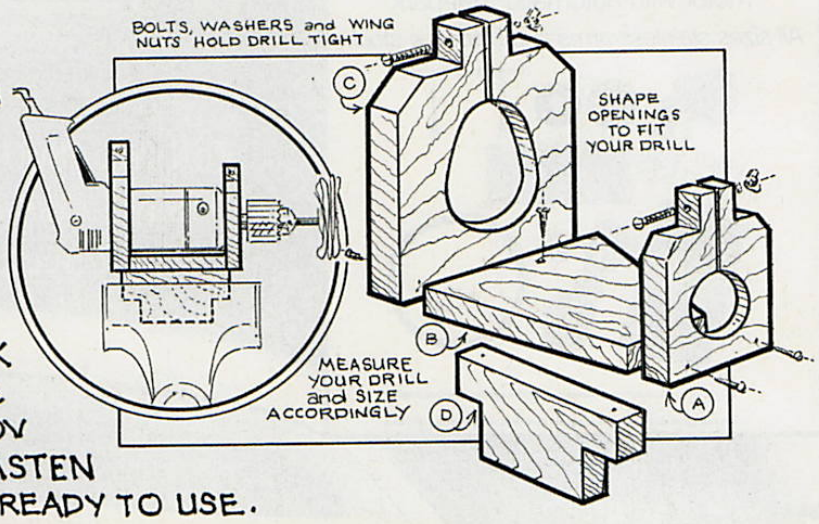

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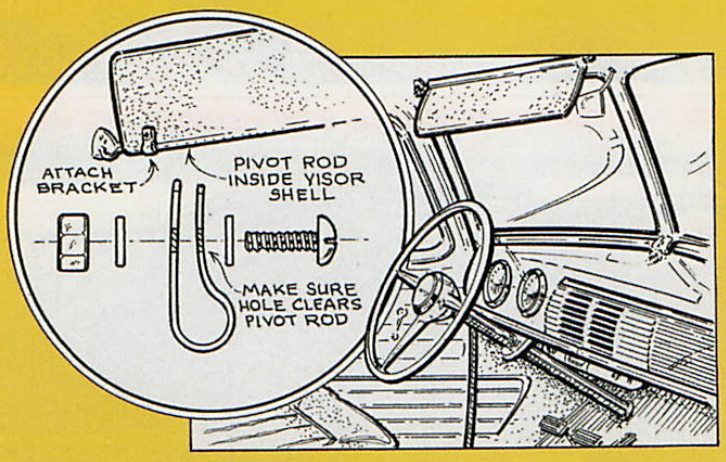

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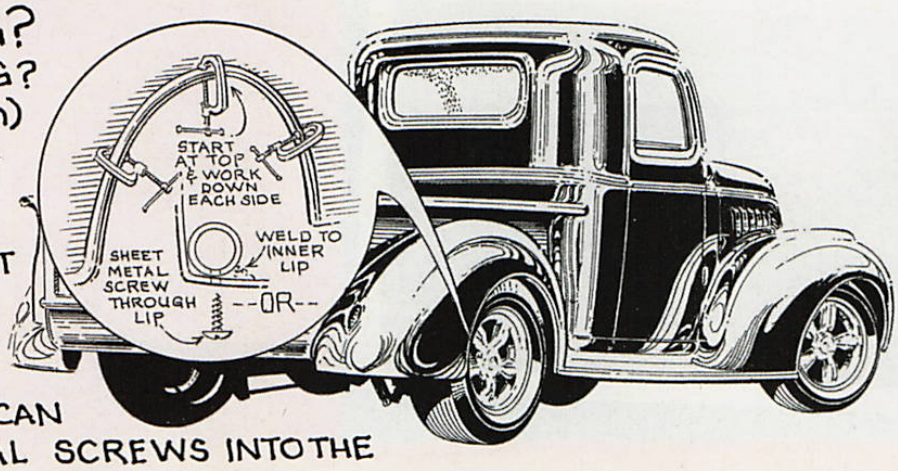

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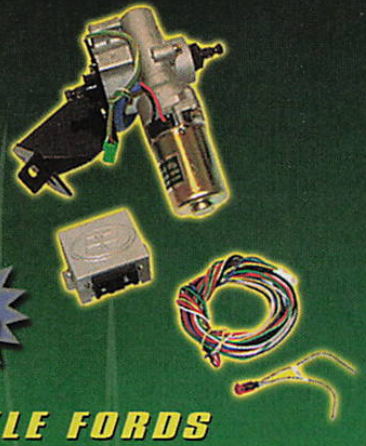

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Still, powder isn't without its challenges. Its application requires a specialized application gun that electrically charges the powder as it leaves the tip. Historically this grade of hardware eluded hobbyists but the Eastwood Company recently made powdercoating DIY friendly by offering a gun for a Lincoln short of a Benjamin.

More recently it updated the HotCoat gun with a second power setting. One setting charges the powder at higher voltage to coat large parts; the other setting charges it with less power to prevent coverage voids in complex shapes. Here's what we noticed.

The gun's metal handle is basically an air gun, so chances are it'll live forever at 10 psi. Though plastic for obvious conductivity reasons, the gun's mixing chamber feels solid. The hopper's fruit-jar thread didn't inspire confidence but it never gave us any trouble either. The power activation switch could be a little bigger but it did the job. Some might complain about the binary adjustment but it served our purposes.

Though it resembles a paint gun, the application gun's valve body commonly serves as an air dusting gun. It attaches to a plenum-type mixing chamber, which siphons the powder from the removable cup. It felt solid and served our purposes.

We did take issue with the optional deflector, though. It's a disc that slips over the emitter only the hole in our's was too small. We reamed it with a No. 45 drill but it's something that a quality-control inspection should catch.

What differentiates this unit from a mere powder slinger is in this little box. It's a power transformer that kicks line voltage up to either 15,000 V or 25,000 V depending on the application. While using it we came up with the idea of making a dolly that mounts it and holds the gun when not in use.

The process relies on this switch and lead. The switch activates the box, which energizes the emitter and charges the powder as it leaves the gun. It feels a bit small, especially when handled with gloves on. The lead grounds the part to make it attract the powder.

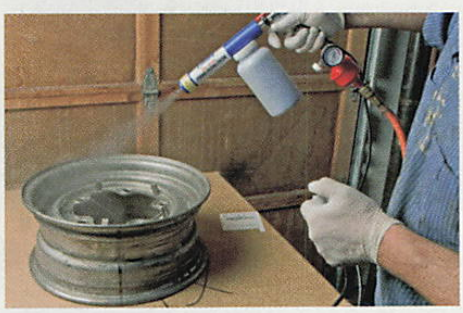
Our issue with the instructions is familiar to Eastwood; the body solder kit that we reviewed in October, a product that relies pretty heavily on technique, hardly had any. The HotCoat instruction booklet isn't bad but it could be clearer. And a note of caution: Even though the instructions indicate that you can adjust the deflector after releasing the activation switch, the 25,000-volt

In our estimation the kit requires two things: a good desiccant filter (red ball) and pressure regulator. Most regulators don't work well at very low setting but the gauge read low enough to make fine pressure adjustments at the compressor regulator possible.

Though far from a deal killer, the undersized hole in the deflector made us stop (literally) and wonder. We reamed it in a few seconds with a No. 45 drill. Oh, and a word of caution: unplug the unit before coming within about half a foot of that tip. I hardly wanted to be in the same room with it after it bit me.

feedback it gave me made me dance a little jig and kick off my left shoe.

In the end how did we like it? I'll put it this way: I'll give you my HotCoat gun when you pry it from my cold, dead hands. I've hardly wielded a paint gun much less a powder gun, but after a few minutes I successfully coated my first part: a wheel. Twenty minutes at 400 degrees in a craigslist oven melted



Within 10 minutes of unpacking Eastwood's HotCoat gun we were blowing powder. Had we preheated the oven we could've started curing parts within five minutes of this photo. With a little preparation it's possible to transform bare parts to cured ones in 25 minutes. Try that with paint!

the powder to a smooth, consistent skin. I've had many parts professionally coated and the one I hastily did ranks up there with the better ones.

True, competitors undercut the latest HotCoat on price but to my knowledge none offer the dual-voltage emitter. What's more, I can't think of another vendor who offers the same support as Eastwood. Nothing is perfect but for the money the Dual Voltage HotCoat kit comes pretty close. SR

The Down Low

California Car Cover offers a Low Profile Billet Jack ideal for a street rod in distress

BY BRIAN BRENNAN

There are some things we take for granted as always being there to get the job done—like the use of our tools and having the right tool at the right time. Our floor jacks are some of those tools. In the comfort of our own garage, our floor jack gets the job done; even if we have a lowered street rod—we make it work.

But what about our nifty lowered street rod when we are on the road and we get a flat? Now the fun begins. All too often rodders don't carry a jack; sometimes we have a bottle jack but try getting one of those under your front suspension when you are stranded on the side of the road with a flat. What's a rodder to do?

California Car Cover offers this car jack tested to 2,000 pounds that has one unique and important feature: it's 1-1/2 inches tall when fully compressed.

All you supply is a 7/16-inch socket to actuate the scissor jack mechanism.

California Car Cover (CCC) has come up with a good solution with its Low Profile Billet Jack that stands only 1-1/2 inches tall when fully compressed. According to CCC, it is tested to 2,000 pounds, ample for street rods. All you add is a 7/16-inch socket and ratchet to bring the compact jack to life.

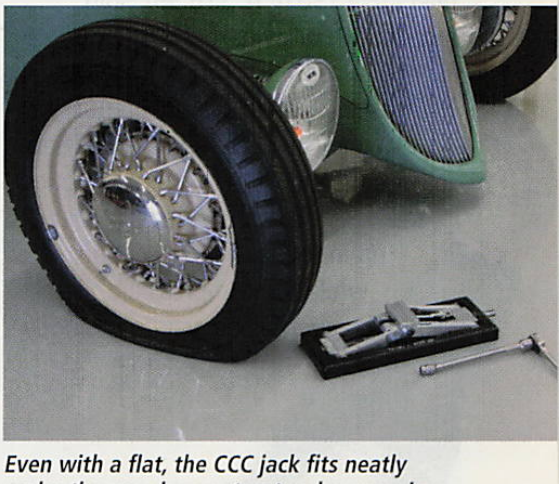
We got a hold of one of the billet jacks and put it to the test. We found ourselves staring at a lot of aluminum so we lubricated the threads first with some antiseize compound and went to work.

A traditional garage floor jack will work most of the time with a street rod. What happens when you get a flat? Experience tells us street rods are low to the ground and when they experience a flat that distance is significantly compromised. Now aren't you glad you have the Low Profile Billet Jack?

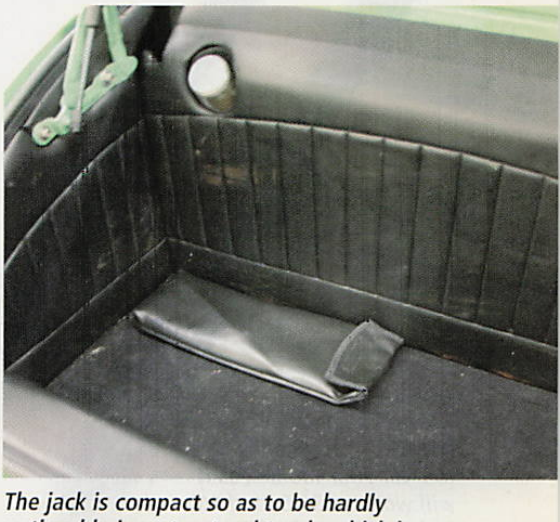
Taking a '33 Ford roadster and letting all the air out of the front tire, the suspension was dropped over 3 inches closer to the ground. Our handy shop floor jack wouldn't get under the suspension but the CCC jack slid under the front control arms with no problem.

The jack cranked surprisingly easy, even when under load of the car's weight. We were convinced this is an ideal accessory for the rodder who drives his car. Of course with trunk space at a premium in any street rod we wondered if the jack would cause a storage problem. No way; 1-1/2 inches in compressed height and put neatly away in its carrying bag the jack fit neatly into the trunk of our '33 Ford roadster. Odds are this jack is small enough to fit under the seat of many a hot rod but if placed in the trunk it takes up little room, making it ideal. CCC has a winner here so keep this in mind when looking for tools you just can't live without, especially if you rally drive your hot rod.

For more information contact California Car Cover Company at (800) 423-5525, or visit www.calcarcover.com. SR



Even with a flat, the CCC jack fits neatly under the now-lower street rod suspension.



The jack is compact so as to be hardly noticeable in a street rod trunk, which is small to begin with.

Handy Hand Tools

Two specialty pliers to have in your toolbox

BY BRIAN BRENNAN

You can never have enough tools. That's a fact. The right tool makes the job easier and faster, also yielding a better end product. That leads to us feeling better about our work and gives us the desire to do more and try even more challenging projects. Hence, none of our toolboxes have enough tools.

A couple of specialty pliers to have in your garage are brake line forming pliers and compression pliers intended to hold panels together. The Eastwood Company offers Brake Line Forming Tool pliers (PN 49074, $29.99) and Panel Holding System Compression pliers (PN 19074 A, $16.99), sold individually or as part of a kit.

While hanging around Hot Rods by Dean in Phoenix we pulled out our newly acquired pliers and asked Dean to have his guys run the pliers through the paces. The brake line pliers ended up in the fabrication department while the compression pliers worked its way to the body shop. We found the brake line pliers being used immediately to bend brake line coming out of a master cylinder that required a simple bend. It worked quickly and easy. OK, this is something we should have in our toolbox. The compression pliers were used to install Clecos on floorboard panels, assisting in proper alignment prior to welding.

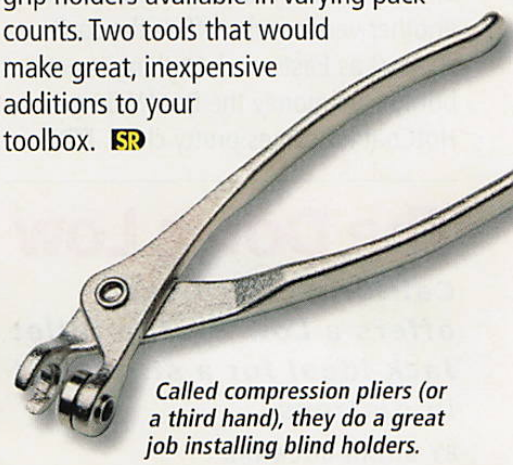
Mechanically, the brake line bender plier can align, bend, and adjust 3/16- and 1/4-inch brake and fuel lines. Typically, with a twist of the wrist you can bend a line or decrease the bend radius; the shaped jaws prevent the distortion during the bend process.

The panel-holding compression pliers are easy to use and are ideal for installing and removing blind or side grip holders. Drill a 3/16-inch hole through both pieces of metal and insert the fastener. Each one provides nearly 20 pounds of holding power and has a grip range (thickness) of up to 1/4 inch. Eastwood also has the blind grip holders available in varying pack counts. Two tools that would make great, inexpensive additions to your toolbox. SR

The brake line bender (PN 49074) is a handy tool for your toolbox as it will work on 3/16- and 1/4-inch brake and fuel lines.

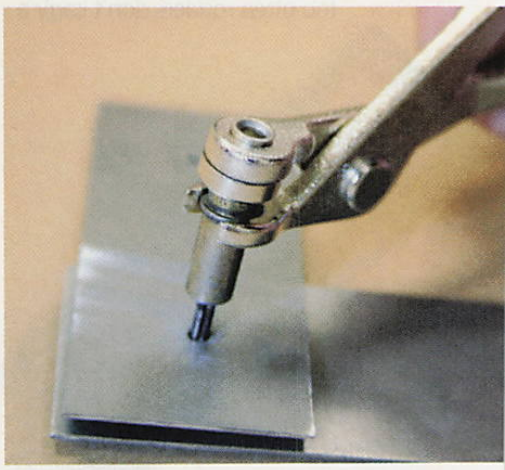
You can bend line with a twist of the wrist. The tube bender is 9 inches long and forged with vinyl grips.

You can bend tubing without distortion thanks to the shape of the jaws.



Called compression pliers (or a third hand), they do a great job installing blind holders.

Called blind holders, most rodders refer to them by their trade name: Clecos.



When working with sheetmetal there is nothing like Clecos to hold two panels together, freeing your hands to get after the remainder of the project.

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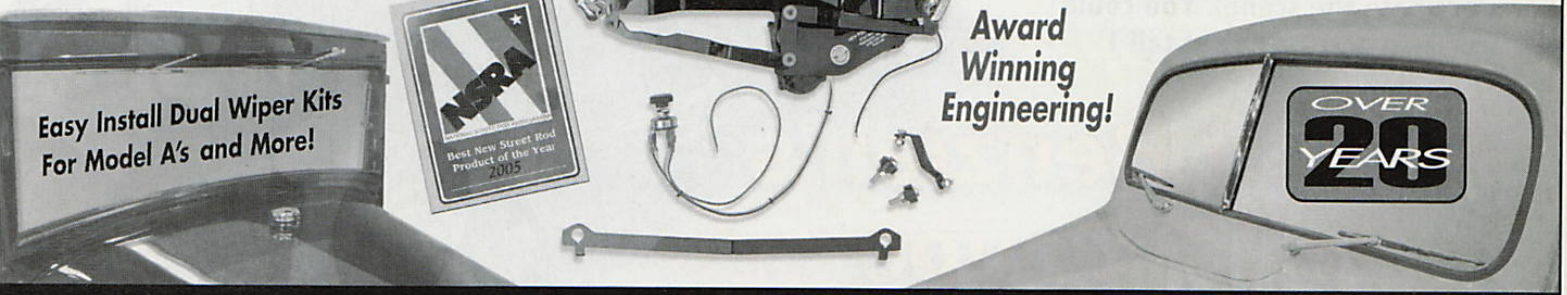
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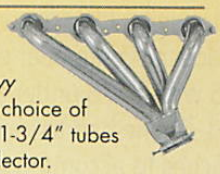

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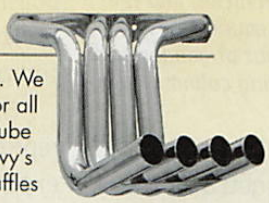

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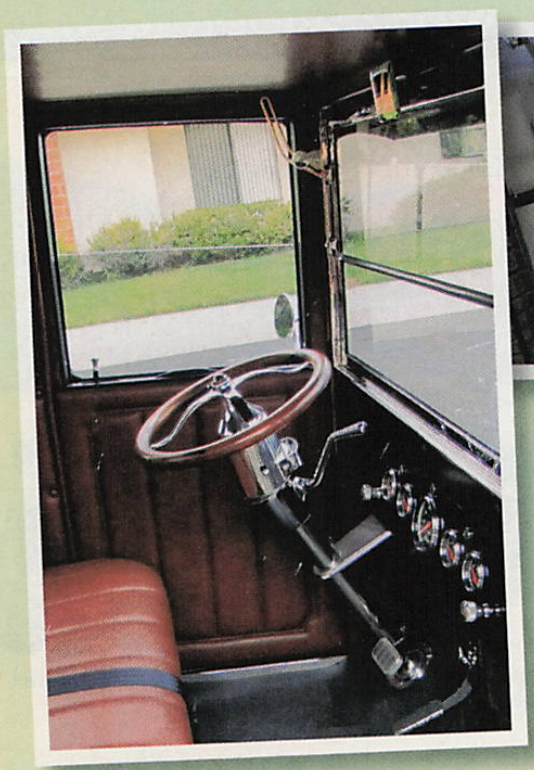
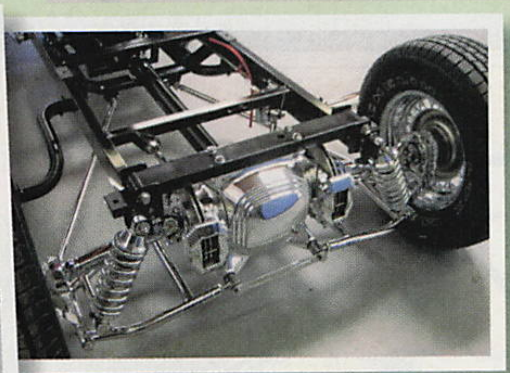
BY ERIC GEISERT | eric.geisert@sorc.com

When you flip through early issues of *STREET RODDER* from the '70s, you notice a few things about the cars featured in the magazine. Perhaps the most surprising is the shear number of Model Ts there were—they were everywhere! And it wasn't just T-buckets (though they did dominate the scene). You could find a large amount of tall T coupes, too.

Robert Benzien's Tall T Coupe



Model Ts are pretty simple vehicles, and the interior to Robert Benzien's coupe was not overdone. Just a simple layout of gauges and a tilting Flaming River steering column.



At the rear of the custom chassis is a Heidt's independent suspension.

Just after paint, you can see the amount of insulation that was used in the coupe's interior.

The popularity of particular types or years of cars has changed over the past few decades, and you just don't see a lot of pre-'27 Fords at the car shows nowadays (especially ones that haven't been radically chopped). But that doesn't matter to Robert Benzien from Ventura, California. He has owned more than one tall T, and he recently finished a '25. He went as far as fabbing up a new, heavy-duty chassis (he says "the stock frames just don't cut it") and added a fully polished Heidt's IRS as well as a Unisteer steering system coupled with components from Flaming River.

He also says, after buying a reproduction wood kit, "it was an experience" putting it back together, and he also added diagonals where he could for strength. After double-insulating the body, repro fenders, aprons, and running boards were added.

Robert doesn't remember ever seeing a '25 with a V-8 under a stock-length hood, but he had to recess the firewall 6 inches to accommodate the Chevy small-block and 350 trans that went in. Other additions include a Painless Wiring kit, a steel hood from Rootlieb, a bench seat from Glide Engineering, and a set of chrome spoke wheels from Wheel Vintiques.

Robert says he built the car at Hart's Hot Rods in Ventura (where the owner and son did the welding for him) but the other 98 percent of the build was done by the owner. Robert must really like the tall Ts, as he also owns a red '27 tall T. SR

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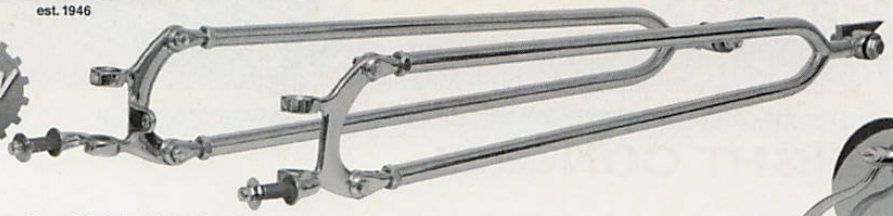

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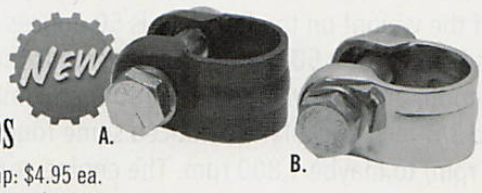

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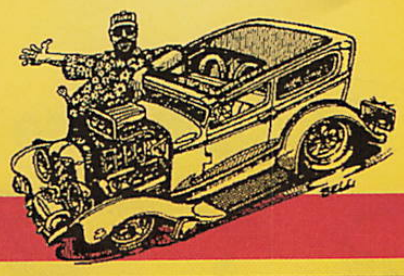
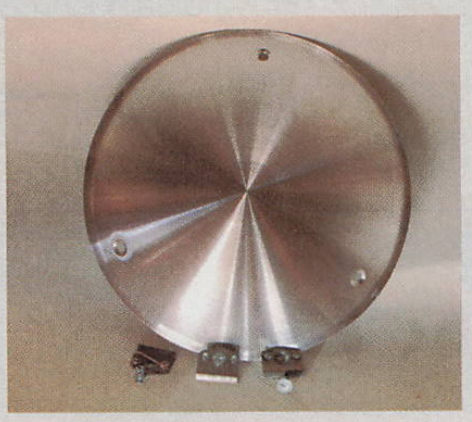


BUTTONED UP

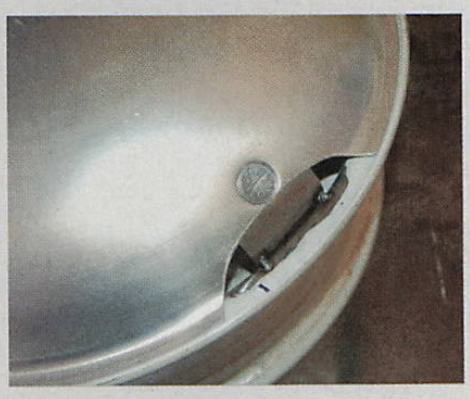
Q. I love Moon discs, especially the ones with Dzus buttons holding them on. The question is, how do you figure out where to put the brackets for the buttons?

Ken Ellis
Via the Internet

A. *Moon discs are cool, and attaching them with Dzus buttons is one of those things that is really simple once you see how it's done. Here's how:*



Mooneyes can supply spun aluminum discs in a variety of diameters—they may be the snap-on type or attached with screws or the racer's favorite, Dzus buttons.



Mooneyes sells this Dzus bracket jig under PN MDJIG. Simply position it on the wheel with the button and bracket in place, weld the bracket to the wheel, and you're ready to mount the disc.

For more information, check out the Mooneyes USA website at www.mooneyesusa.com, or call (800) 547-5422.

WEIGHT CONTROL

Q. I have a street rod ('32 Ford) that I rebuilt several years ago. It had a good '85 5.0L HO engine from an '85 Mustang with a C6 trans installed. After reworking the body and frame, I reinstalled the engine and trans without needing to separate them. After reading about the problems some have had with 50- and 28-ounce issues, I have to wonder if there is a way to tell if the weight on the flexplate is 50 ounces by looking at it; the front balancer is correct for a 50-ounce, but not sure is the flexplate one is. The flexplate is 164-tooth and the weight measures approximately 4-1/2 inches long, 1-inch wide, and 3/8-inch thick. I have noticed some roughness when going from idle speed (900 rpm) to maybe 1,800 rpm. The engine cruises smoothly at 2,000 rpm. I have installed a Ford B303 cam and have Crane 1.7 roller rockers so the idle is loopy anyway and I have put over 34,000 miles with it this way, but still wonder if it is correct.

Russ Houser
Via the Internet

A. *According to Ben Smeding, of Smeding Performance, you've got the right flexplate, based on the fact that the engine doesn't shake your teeth out at 2,000 rpm and the C6 transmission, which requires the 164-tooth wheel, fits. Smeding assures us that the imbalance is significant enough that when the wrong flexplate/flywheel is used on with these engines there will be no doubt that something is wrong.*

From a visual standpoint the 50-ounce flexplate has the large weight as you described along with a "window" cut-in plate directly across from the weight.

Flexplates for Ford fans:
1968-1980: 302 engines used a 28-ounce imbalance
1981-2001: 302 engines used a 50-ounce imbalance
1969-1997: 351W engines were built with a 28-ounce imbalance
1970-1974: 351C engines were built with a 28-ounce imbalance

Ford Racing currently catalogs three different automatic transmission flywheels:

Part Number	Ring Gear	Imbalance	Application
M-6375-A50	164 tooth	50 oz.-in.	1981-2001: 5.0L with AOD or C4 with large bellhousing, will not fit C6
M-6375-G302	164 tooth	28 oz-in.	289/302/351W, C, M with large bellhousing C4 and AOD
M-6375-H46	164 tooth	O balance	4.6/5.4L, with 11- to 25-inch 4R70W converter

As for the roughness between idle and 1,800 rpm, it could be caused by a variety of things. You didn't say what type of ignition or induction systems the engine has, however, you may want to experiment with initial ignition timing and altering the advance curve to bring the advance in a little earlier. If possible use a portable exhaust gas analyzer to check the off-idle air/fuel ratio, as some correction may be required. SR

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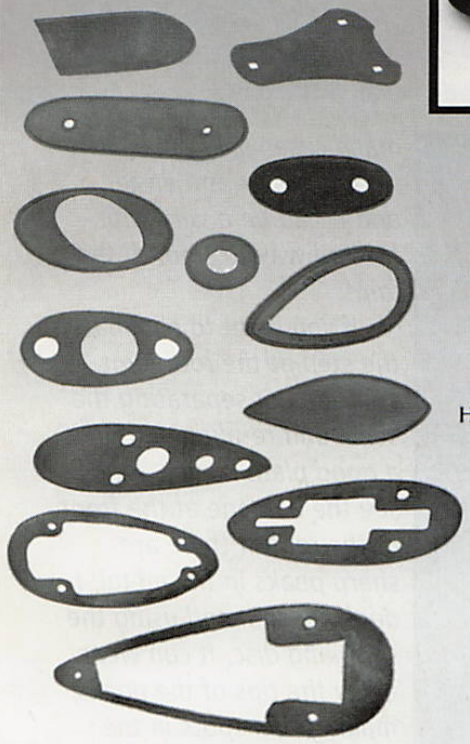

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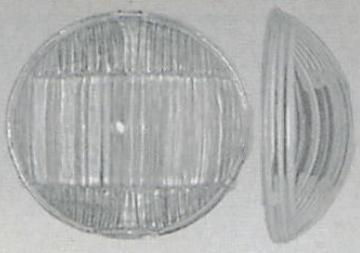

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1936 thru 1941 Passenger Car
Headlight Rims
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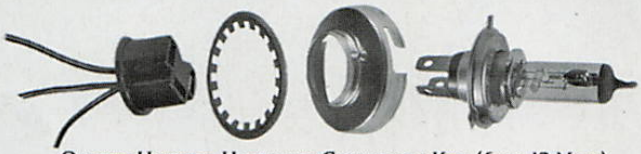

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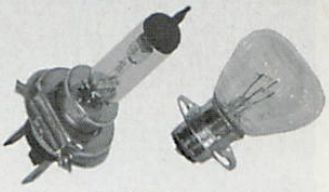

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Read some tips on how to tidy up the roof seam on this '37 Ford Slantback.

Q. I have a '37 Ford Slantback. I need to repair a section above the body and roof seam. I bought the Eastwood body solder kit to lead it in, but haven't used it yet. At the same time, I want to fill the seam between the roof and body. Can I use lead for this as well, or what would you recommend? It looks like I might need to separate the seam and realign the body and roof so they are flush, then fill the seam.

There are three areas on my roof that need work. Two spots look like someone hit it with a pickaxe from the inside, and there is a larger area where the roof is dented, with several pinholes near the dent. Would a shrinking disc work here?

Joe Horan
Via the Internet

A. *I don't like using auto body solder on joints that are bolted or spot-welded together, since there is a strong possibility that the acid used for tinning the metal can wick down into the joint and cause big problems after the leading is done, as rust starts spreading under the surface. For this reason, I'd recommend welding the joint before using filler of any kind. Any time this much welding is required, there is always the possibility of some distortion. If you use silicon bronze filler rod instead of steel, the warping will be greatly decreased—that's the approach I'd take if it was my car. Once the joint is welded, you can seal it with an epoxy primer, and safely use plastic filler. You can certainly lead over the bronze welded area, too, but I think in many cases using plastic filler is faster and easier, and it can be a very satisfactory way to smooth the joint.*

If you want to eliminate the step at the roof joint, your idea of separating the seam and re-aligning it is a good plan. I can't clearly see the damage at the front of the roof. If there are sharp peaks in the metal, I don't recommend using the shrinking disc, it can wear away the tips of the peaks, making thin spots in the metal. I'd heat-shrink the peaks down until they are gradual waves, and then you could safely use the shrinking disc.

If there are areas with pinholes, you may be faced with metal that has an uneven thickness from rusting or corrosion, which makes it difficult to use the shrinking disc, since any spot that is thinner heats more quickly, and shrinks more than the thicker metal next to it. If the pinholes are just that, tiny holes in full-thickness metal, then you can fill them by welding, and use the shrinking disc after that. From what I can see, it looks like most of the metal needs to move up, not down, and if this is true, that's best done with a hammer and dolly. The shrinking disc only makes metal go down. SR

Now you can email your questions to Professor Hammer at covell@cruzio.com or send mail to Professor Hammer c/o STREET RODDER, 1733 Alton Pkwy., Ste. 100, Irvine, CA 92606. We'll print your name and city unless you request otherwise. Ron Covell has made several metalworking DVDs, and offers an ongoing series of workshops across the nation covering all aspects of metalworking. Check them out online at www.covell.biz, or call (800) 747-4631 or (831) 768-0705 for a current schedule of workshops or for a free catalog of DVDs and reprints of the Professor Hammer column. You can also send a request by mail to Covell Creative Metalworking, 106 Airport Blvd., #105, Freedom, CA 95019.

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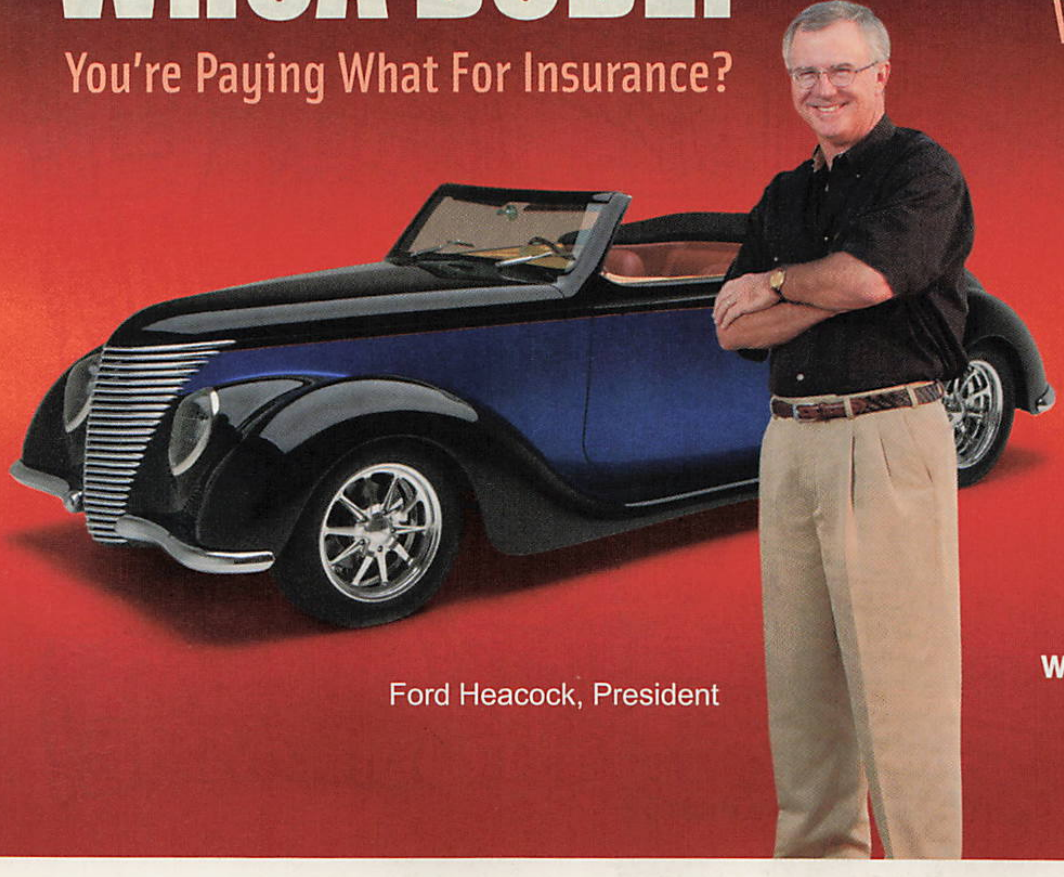

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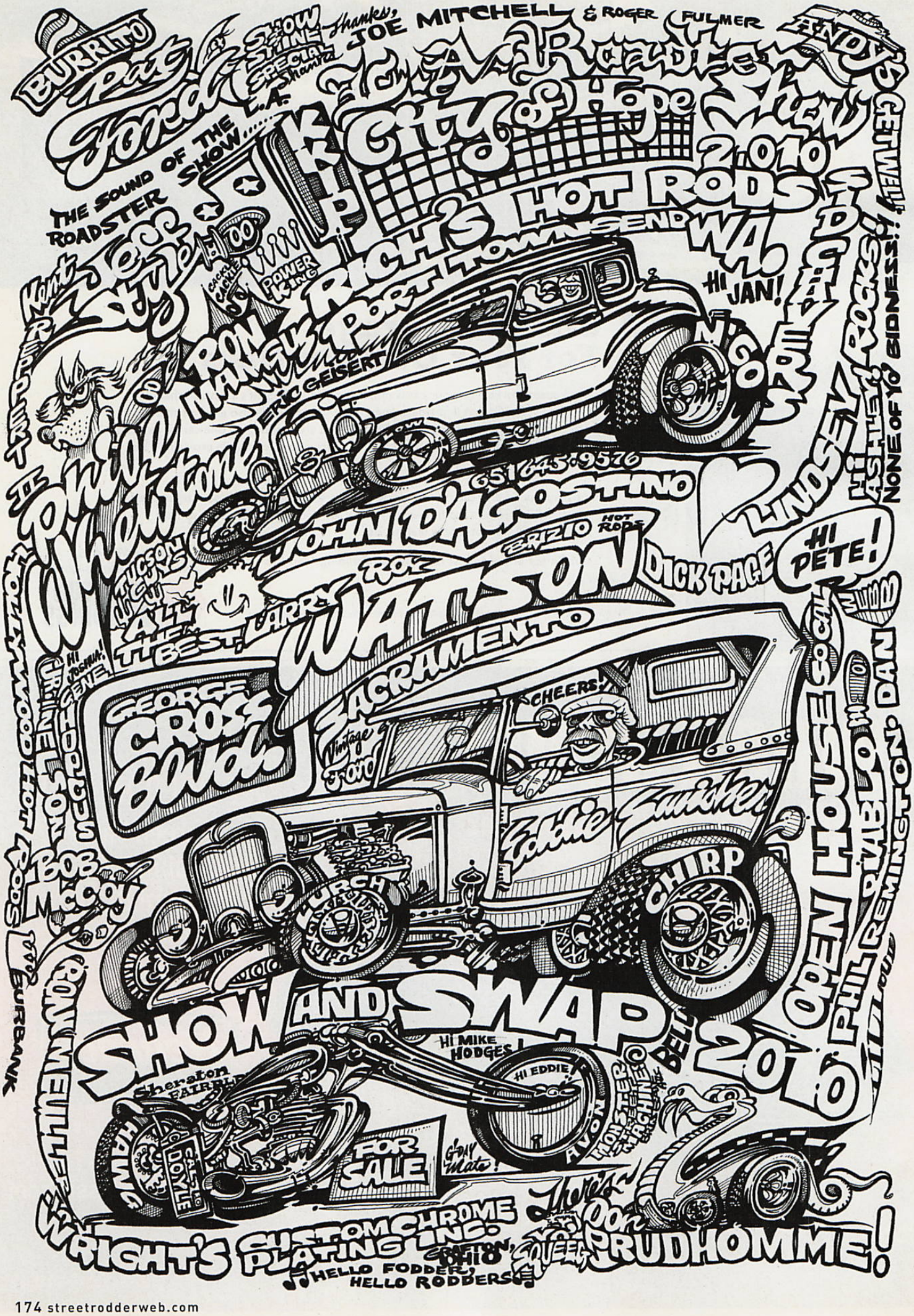
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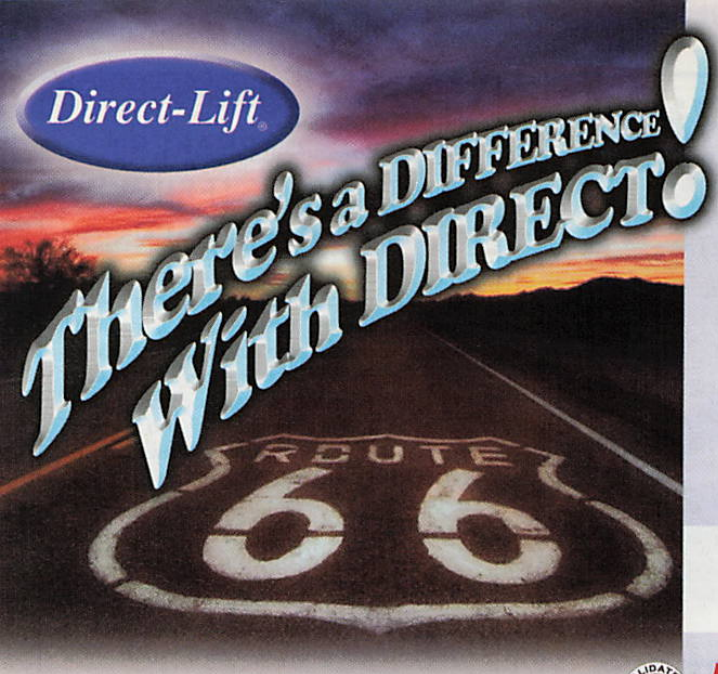

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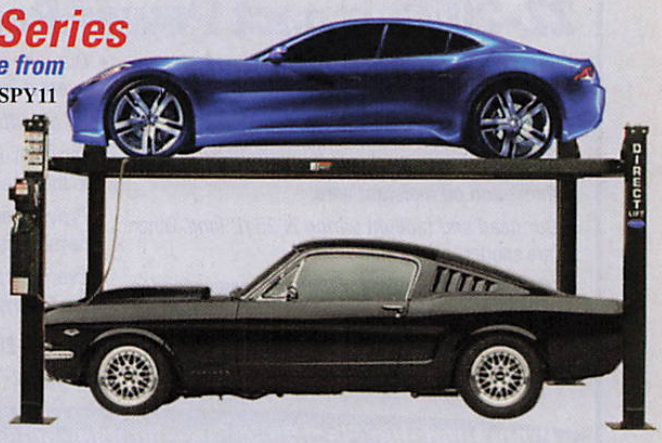

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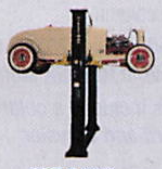
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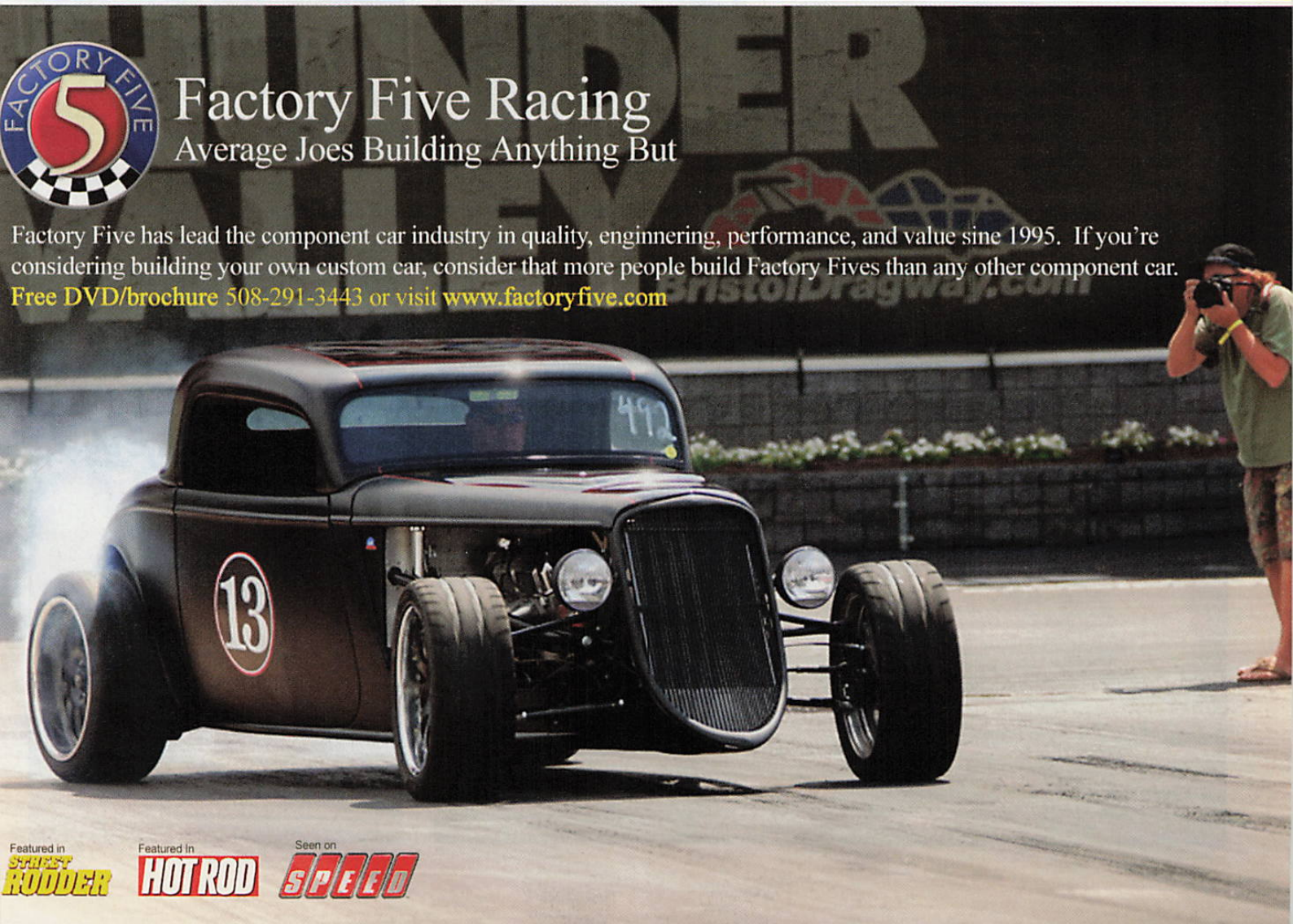
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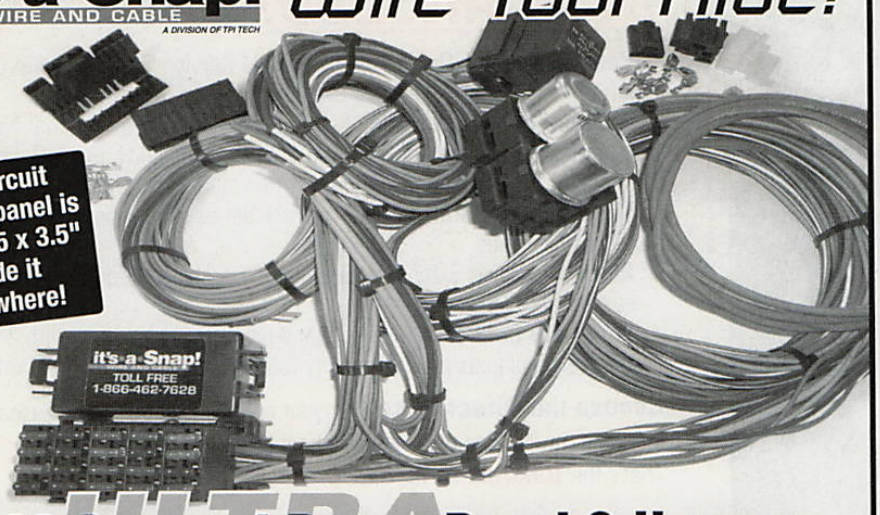

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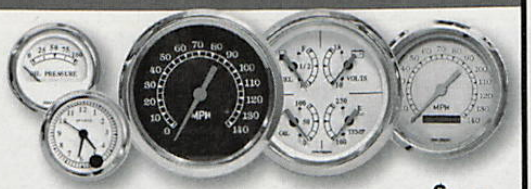

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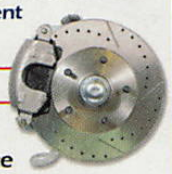

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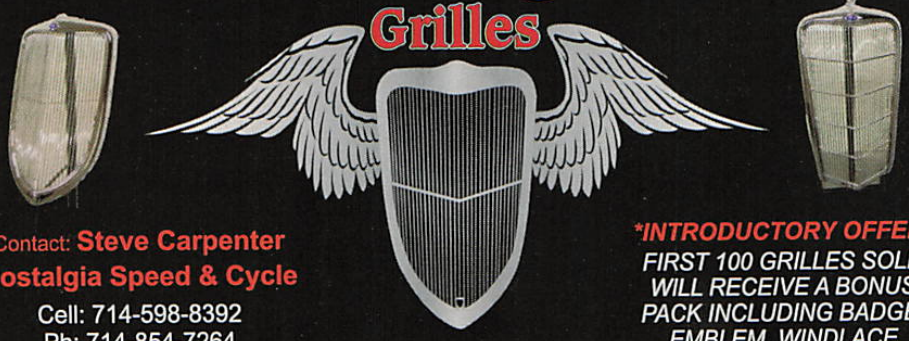

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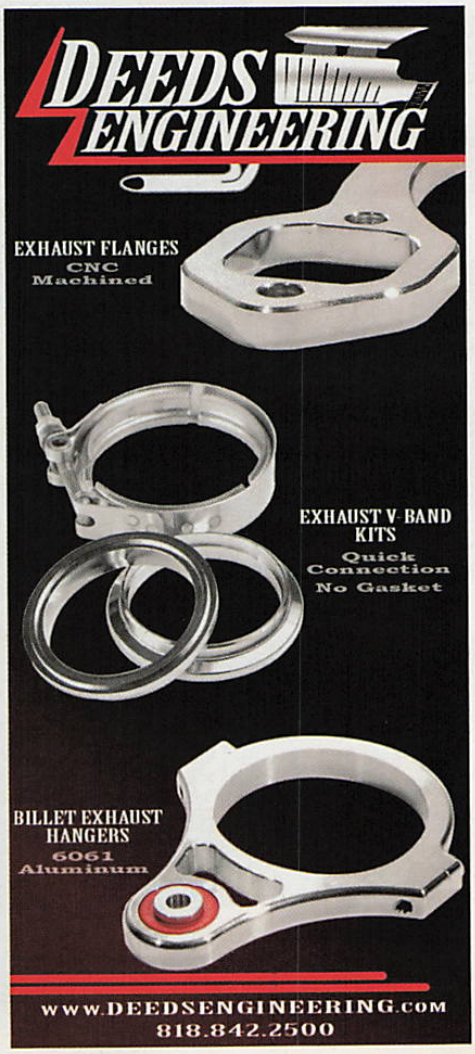

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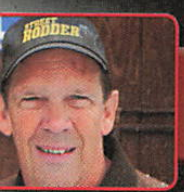

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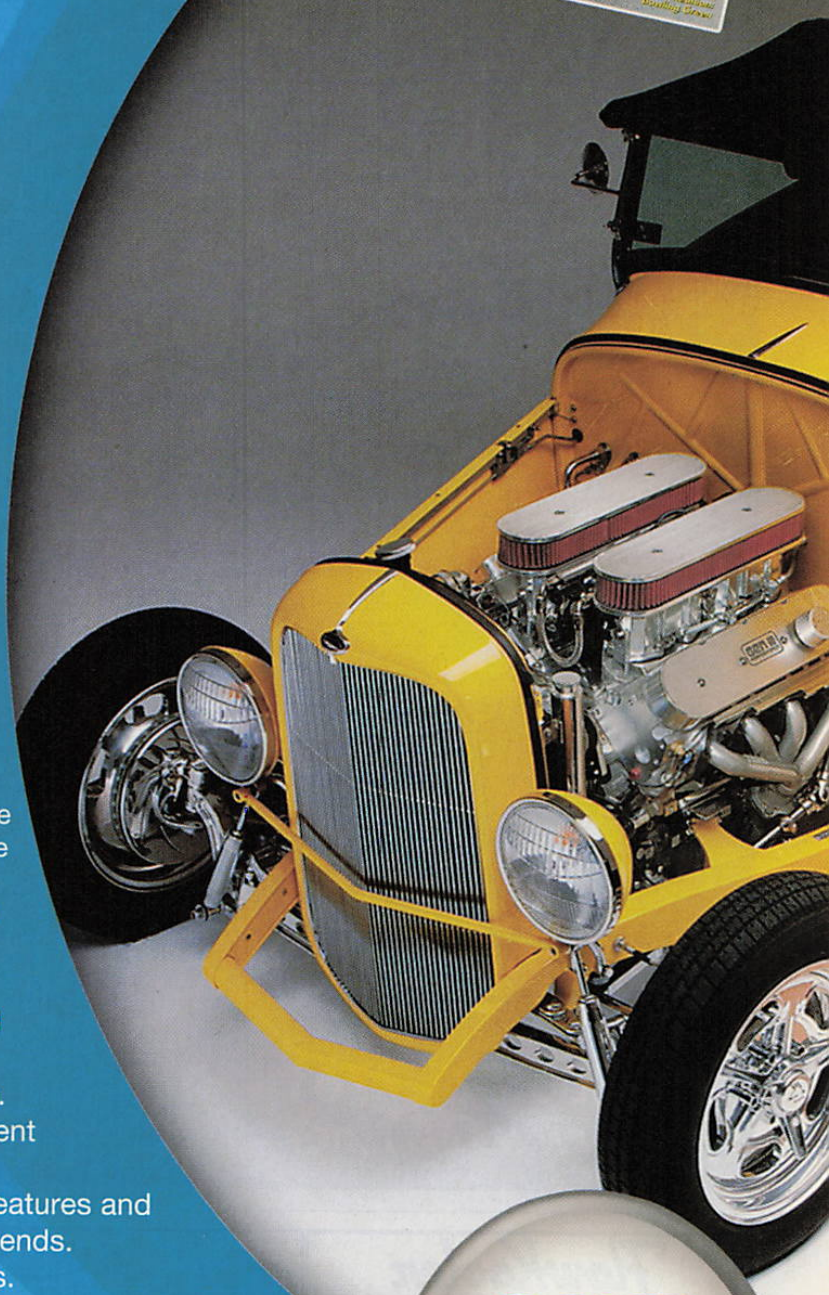

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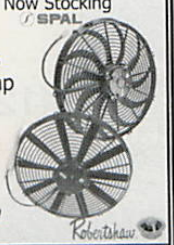

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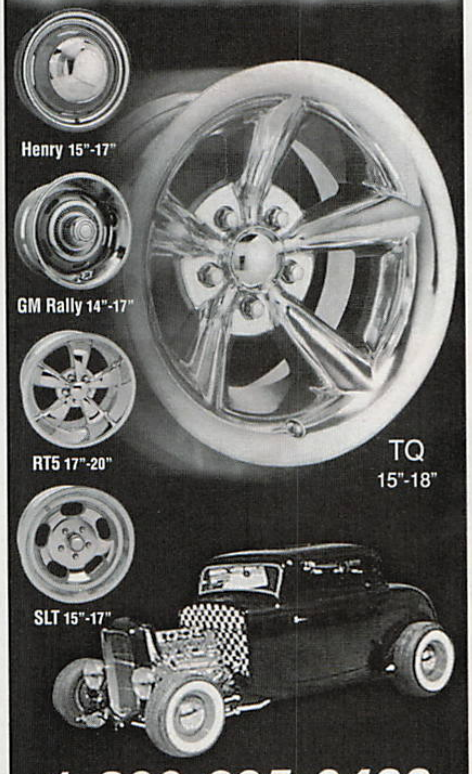

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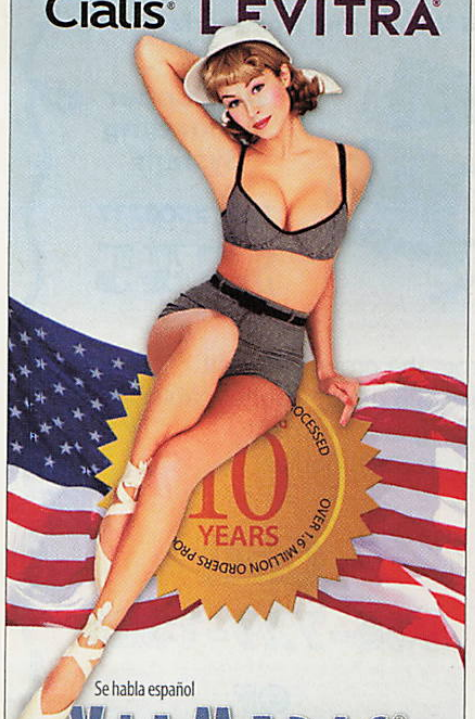

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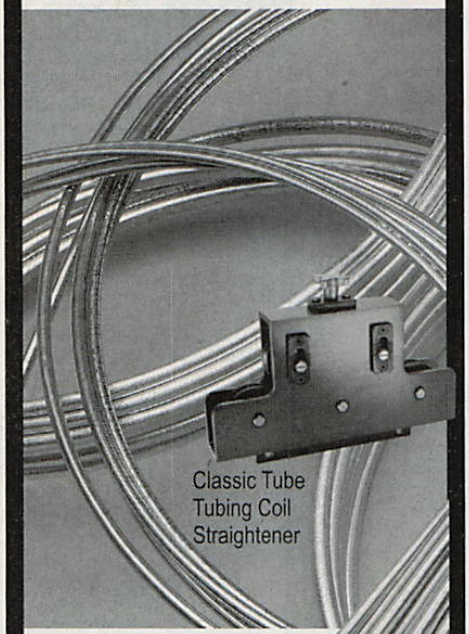

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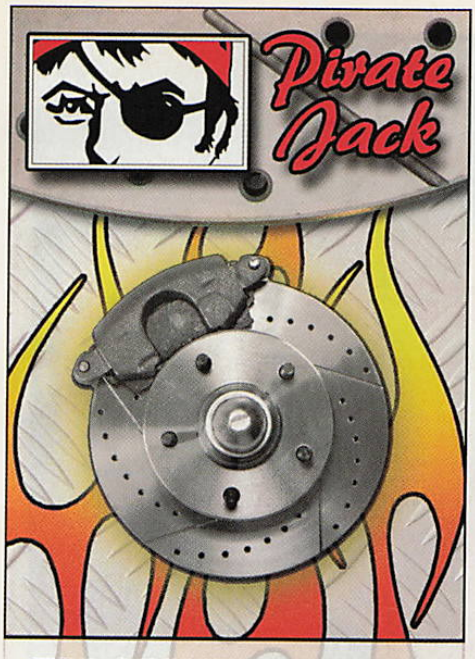

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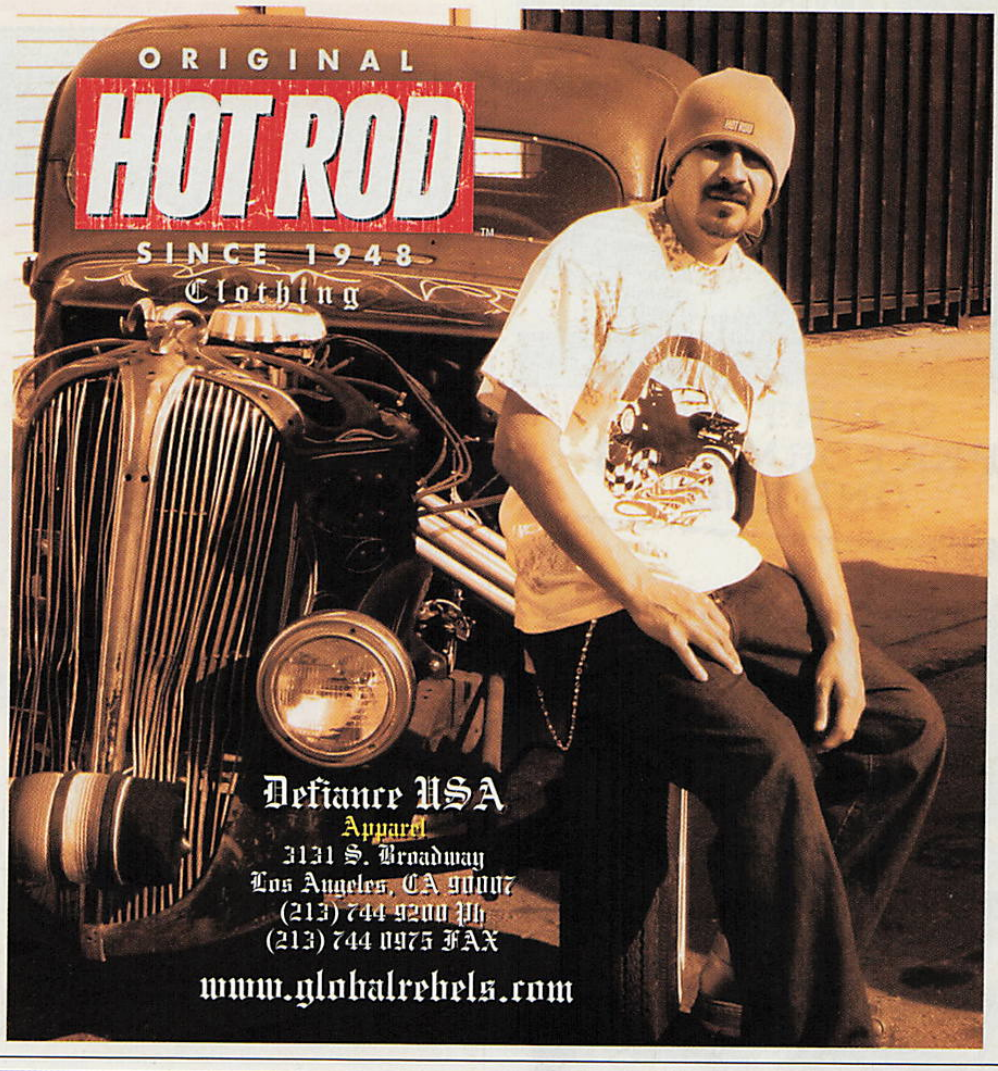

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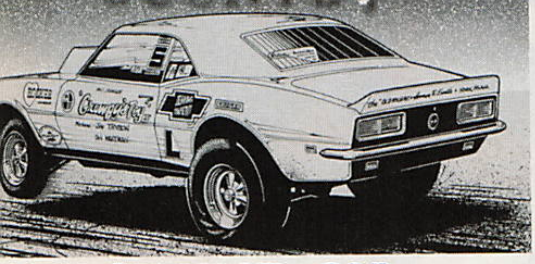

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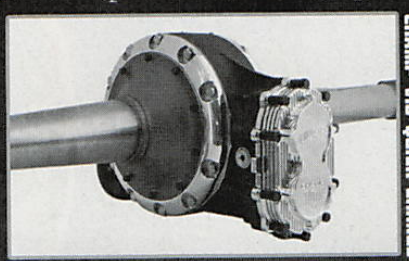

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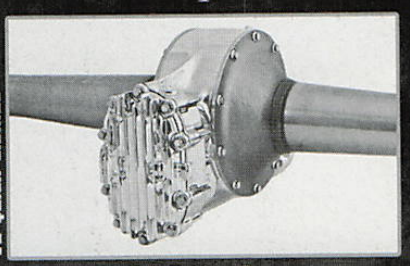

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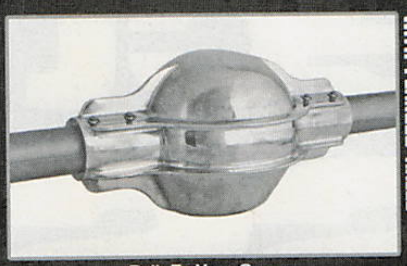

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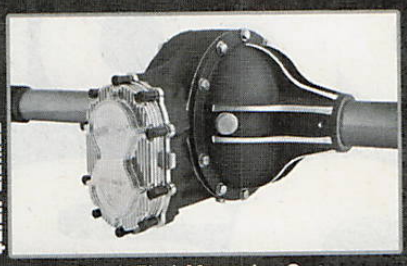

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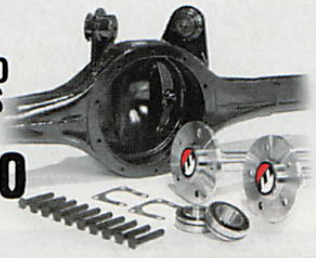

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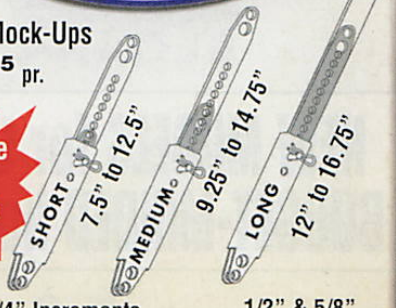

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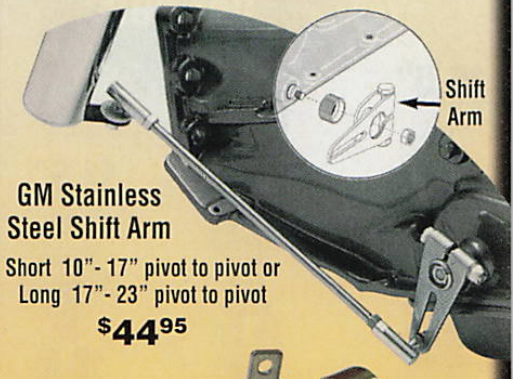

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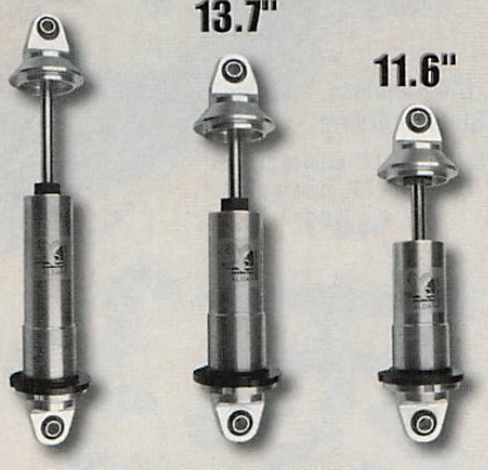

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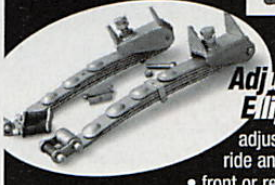

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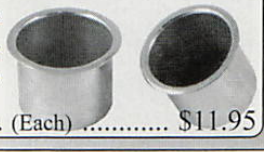

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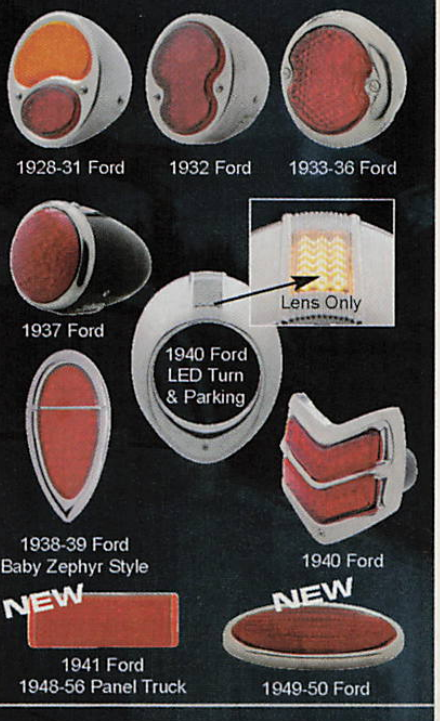

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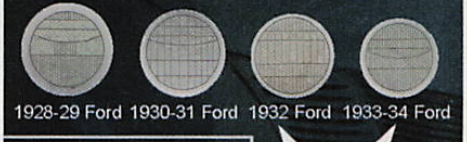

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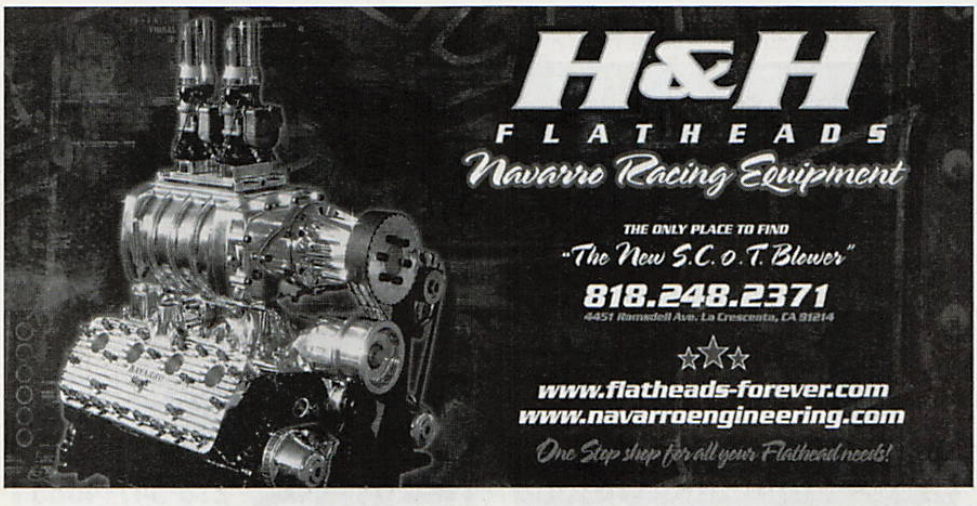

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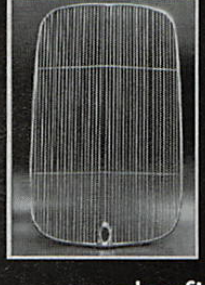

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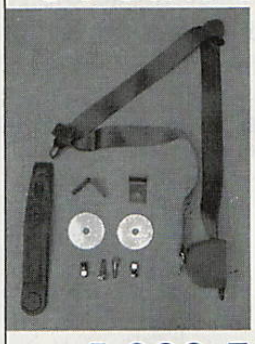

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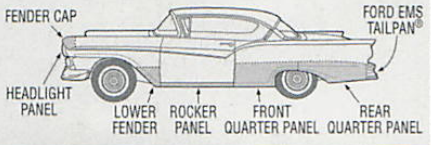

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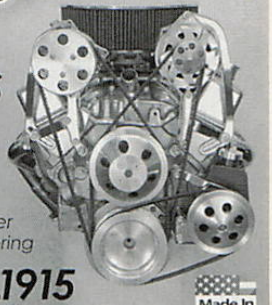

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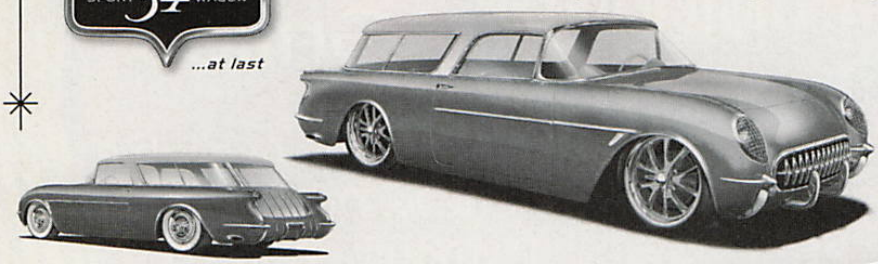

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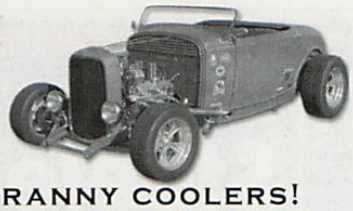

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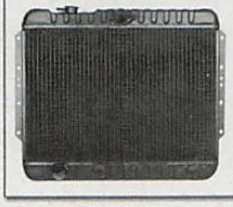

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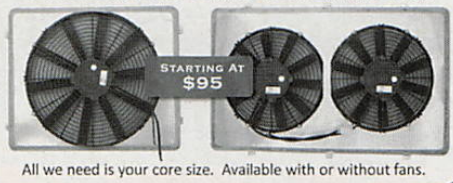

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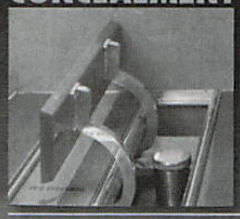

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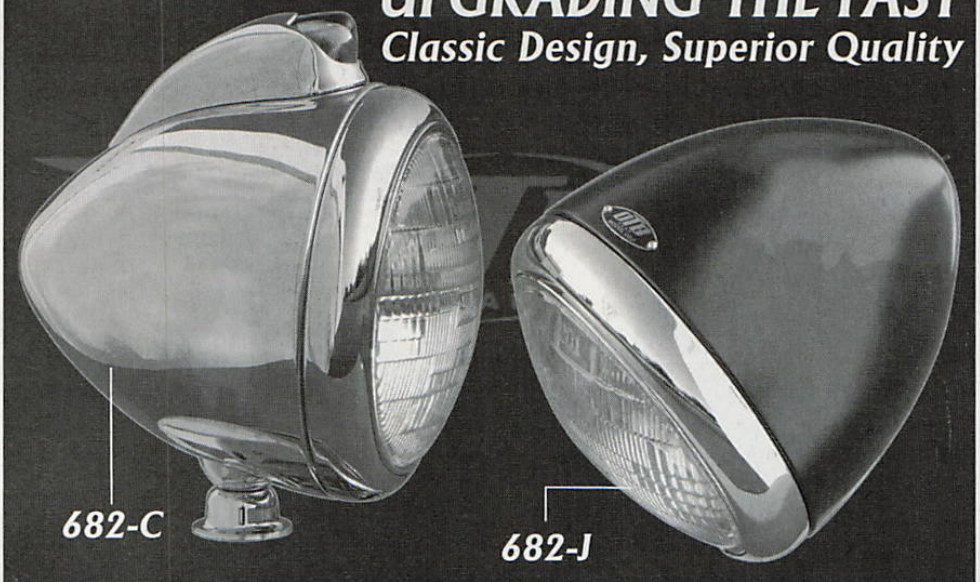

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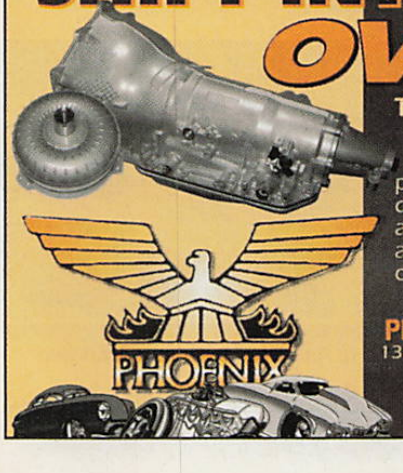

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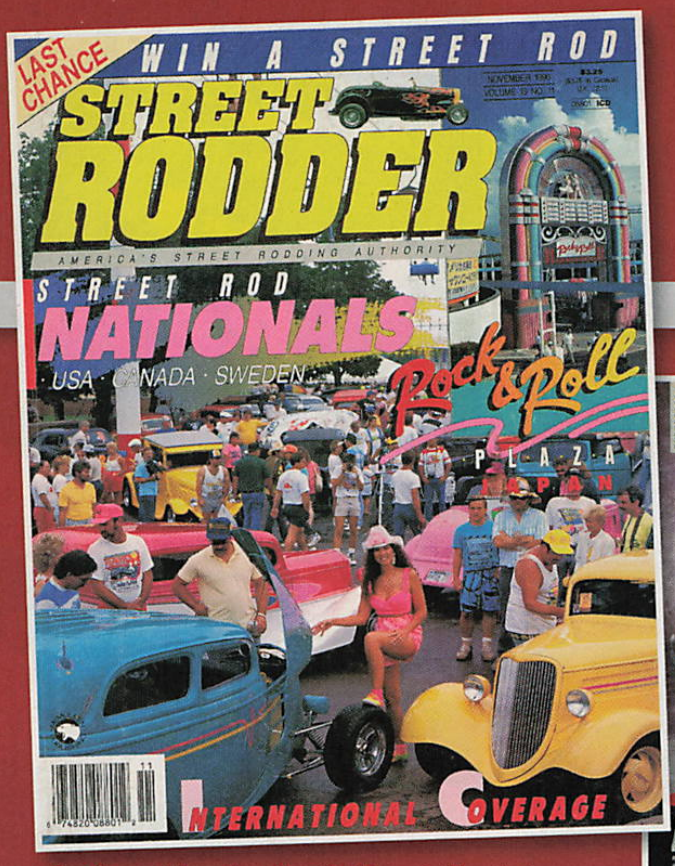

For the past four decades, the biggest thing to happen in the street rodding world has been the National Street Rod Association's national event, which in 1990, was held in Columbus, OH, and drew 12,668 pre-'49 vehicles—a record for the organization at that time.

Ken Fenical, known to many as Posies, debuted his Thom Taylor–inspired '32 Ford Club Cabriolet Sport coupe, and it found its way into STREET RODDER *with photography from Steve Coonan.*

Alex and Diane Kostelink, of Portage, IN, drove their blue suede '54 Chevy Bel Air hardtop to the 10th anniversary of the Leadsled Street Kustom Spectacular in Holland, MI. Dick Dean, Bill Hines, Gene Winfield, and even celebrated automotive designer/illustrator Harry Bentley Bradley were all in attendance.

Those attending the NSRA's Street Rod Nationals in Columbus, OH, in 1990 were able to cruise around the fairgrounds in this 15-seat motorized rocket ship. (We aren't sure if it met the pre-'49 requirement, though).

In 1990, the '40 Ford turned 50, and more the 100 '40 Ford owners from across the country travelled a Reno to Anaheim route to attend two different events (one in each city) honoring the marque.

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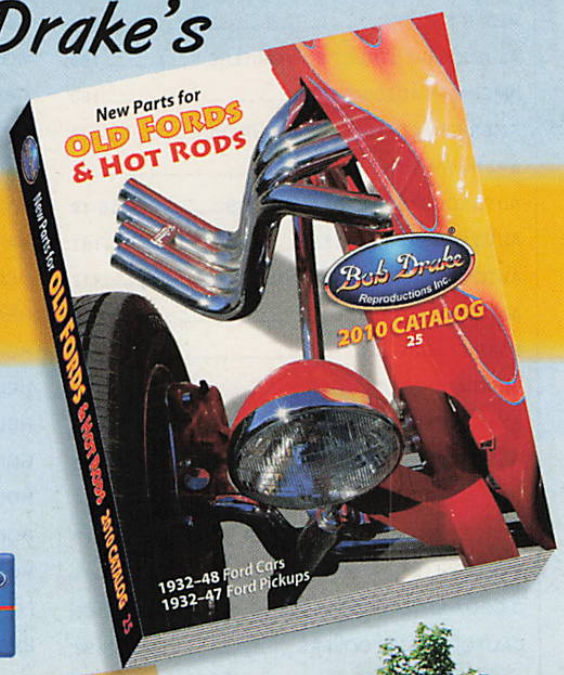

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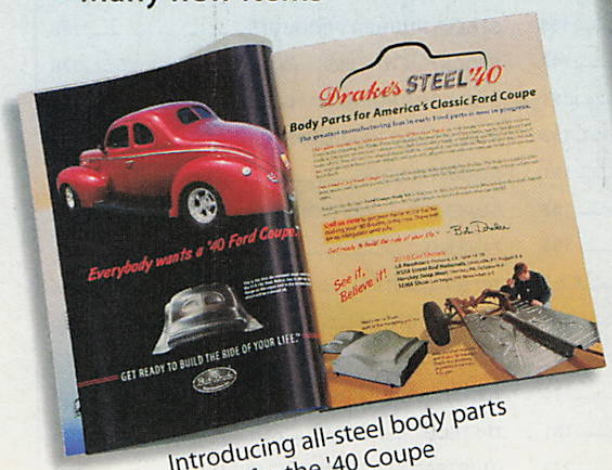
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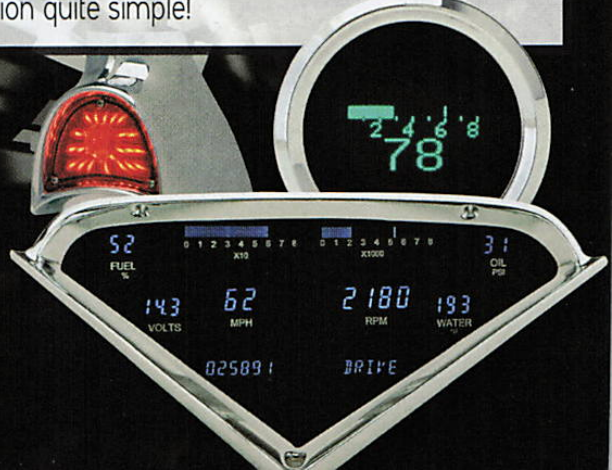

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